

**Transportation Master Plan
For The Greater Texas Medical Center Area**

Technical Memorandum 1

EXISTING CONDITIONS

Prepared for

The City of Houston

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1. INTRODUCTION

This technical memorandum is the first of four such memorandums to inform the technical committee, steering committee, and sponsors about the findings of this project. The purpose of this memorandum is to describe the existing traffic, transit, parking, pedestrian and bicycle conditions pertinent to this study. In accordance with the scope of work, the study team used information from previous studies plus observations to develop information about existing conditions.

US 59 on the north, SH 288 on the east, IH-610 on the south, and Main-Kirby on the west bound the study area. It comprises a primary and a secondary area. The primary area includes the institutions in the study area that are projected to grow significantly or have existing transportation deficiencies. These include Reliant Park, Texas Medical Center (TMC) and its expansion areas, Hermann Park, and the Museum District among others. The primary study area also includes transportation facilities critical to access and circulation for these institutions. The secondary study area includes those areas that may affect or be affected by travel demands from the primary study area. The primary study area is bounded Bissonnet-Binz on the north, SH-288 on the east, I-610 on the south, and Main Street on the west. Figure 1 shows of the primary and secondary study areas.

The following section describes the existing conditions with regard to traffic, transit, parking, pedestrians, and bicycling.

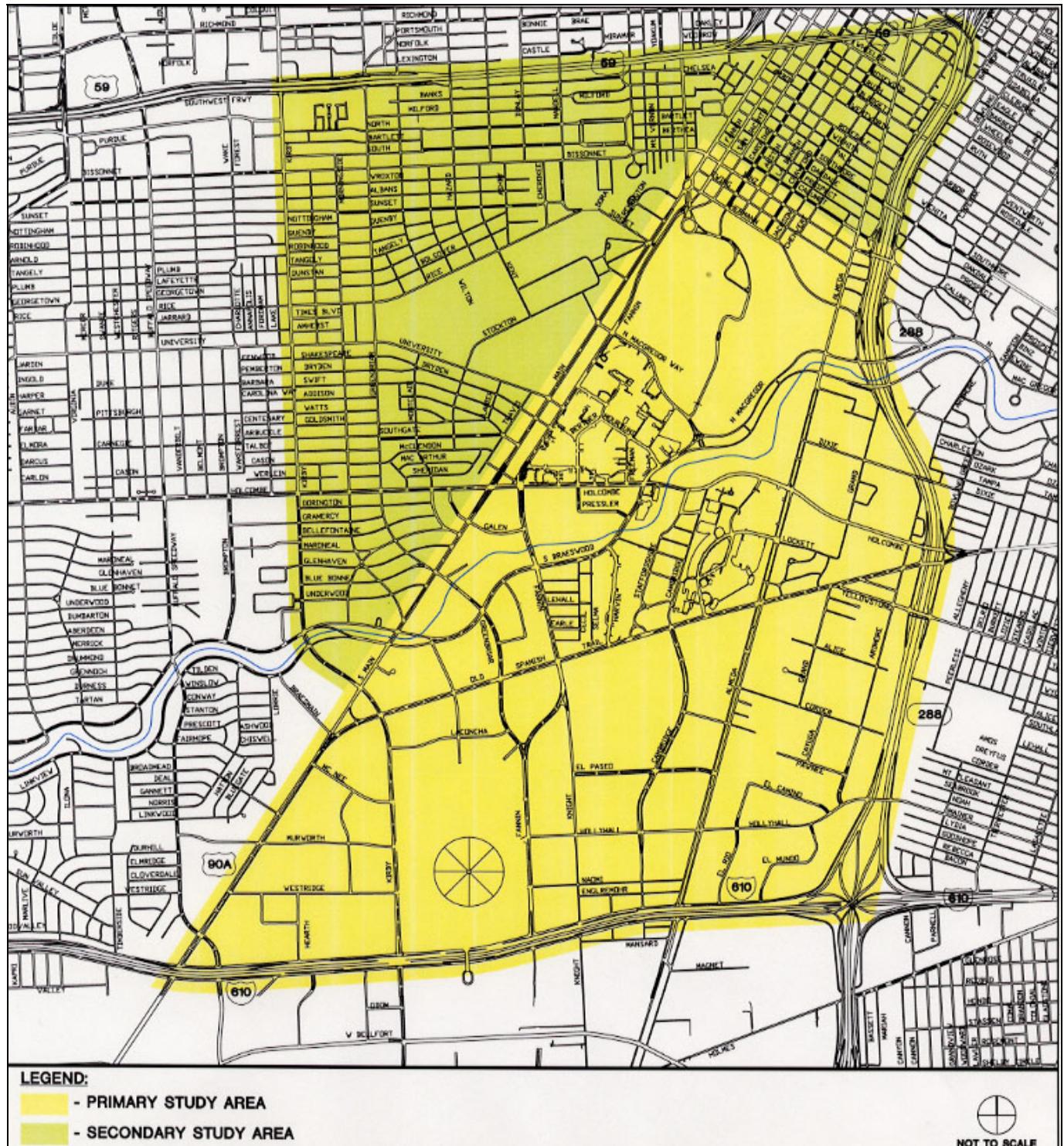


FIGURE 1: Primary and Secondary Study Areas

2. EXISTING CONDITIONS

2.1 Traffic

This section describes the existing traffic conditions in the study area. The assessment of existing traffic conditions will be covered in Memorandum 2.

2.1.1 Previous Studies

The study team found that several recent traffic studies pertaining to the study area were available. For purposes of this study, the study team considered any data prior to 1994 outdated and did not include it in this analysis. The following is a short summary of the reports used as background information for this study. Walter P. Moore performed all of the studies except where stated otherwise.

MDACC Traffic Circulation Study

Date: August 1998

For: M.D. Anderson Cancer Center

Summary: The purpose of this study was to review the impact of the planned expansions of M.D. Anderson on transportation operations.

Bates Street Closure Traffic Impact Study

Date: July 1998

For: Texas Children's Hospital

Summary: The purpose of this study was to determine the impact of the temporary closure of Bates Street between Fannin Street and Concourse Drive at the Texas Children's Hospital.

CBD to Dome MIS

Date: August 1999

For: METRO

Summary: As part of the overall Major Investment Study (MIS), a special traffic study of the TMC area was conducted to establish traffic volumes for the opening year of light rail service (2004) and to determine operating conditions for that year. Traffic volumes collected by Barton-Aschman in 1995 and 1997 were used as baseline data.

Bertner Avenue Lane Closure

Date: November 1998

For: Texas Heart Institute

Summary: This study was performed to determine the impact of temporarily closing one southbound lane on Bertner Avenue just north of Bates Street for construction purposes.

TCH Fannin Street Counts

Date: July 2001

For: Texas Children's Hospital

Summary: The purpose of this study was to collect 24-hour traffic counts on Fannin Street an air quality study performed by Texas Children's Hospital.

Hermann Park Access and Parking Charette

Date: February 2000

For: Friends of Hermann Park

Summary: A Charette was held “to balance the reasonable access and parking needs of the Park’s resident institutions with a need to maintain a pleasant and natural park setting for those institutions and all Park visitors.”

TMC Garage 17 Traffic Study

Date: February 2000

For: Texas Medical Center

Summary: The purpose of this study was to determine the impact of Garage 17 on existing travel patterns and intersection operations as well as identifying strategies for maintaining access to the garage

TMC Garage 17 Signal Warrant Study

Date: March 2000

For: Texas Medical Center

Summary: The purpose of this study was to determine if a traffic signal was warranted at the intersection of Herman Pressler and S. Braeswood Blvd.

K Lot Parking Garage Study

Date: February 2000

For: Texas Medical Center

Summary: The purpose of this study was to analyze the impact of the proposed K Lot parking garage on existing travel patterns and intersection traffic operations.

CBD to Dome Preliminary Engineering

Date: September 2000

For: METRO

Summary: The purpose of this study was to determine the impact of light rail on intersections along the corridor and on parallel streets. Baseline data for the study came from traffic volume data collected by Wilbur Smith Associates and Barton-Aschman in previous METRO studies.

MDACC Traffic Study

Date: August 2001

For: M.D. Anderson Cancer Center

Summary: The purpose of this study was to review existing traffic operations in front of the MDACC Clark Clinic and to develop recommendations on how to improve traffic circulation and overall mobility in the area.

UTHSC Traffic Study

Date: September 2001

For: UT Health Science Center at Houston

Summary: The purpose of this study was to review current traffic and parking conditions at the UTHSC and to address the impact of light rail on the center. The focus of the study was on the University Center Tower located on the southwest corner of Fannin and Galen Streets.

Southeast Texas BioTechnology Park

Date: March 2002

For: Browne Penland McGregor Stephens Architects, Inc.

Summary: This study was performed to analyze existing and proposed traffic operations to assist with the planning of the proposed development.

TCH West Tower Circulation Study

Date: April 2002

For: Texas Children's Hospital

Summary: The purpose of this study was to determine the impact of converting the TCH Concourse Drive from a two-way roadway to a one-way southbound roadway.

Reliant Park Traffic Circulation Study

Date: April 2001

For: Hermes Reed Architects

By: Traffic Engineers, Inc.

Summary: The purpose of this study was to develop a long-range traffic circulation plan for the Reliant Park Complex for use upon the completion of Reliant Center and the Reliant Stadium.

2.1.2 Existing Street Network

Figure 2 shows the existing street network in the Greater TMC area. This figure also includes the number of lanes per direction on the major roadways.

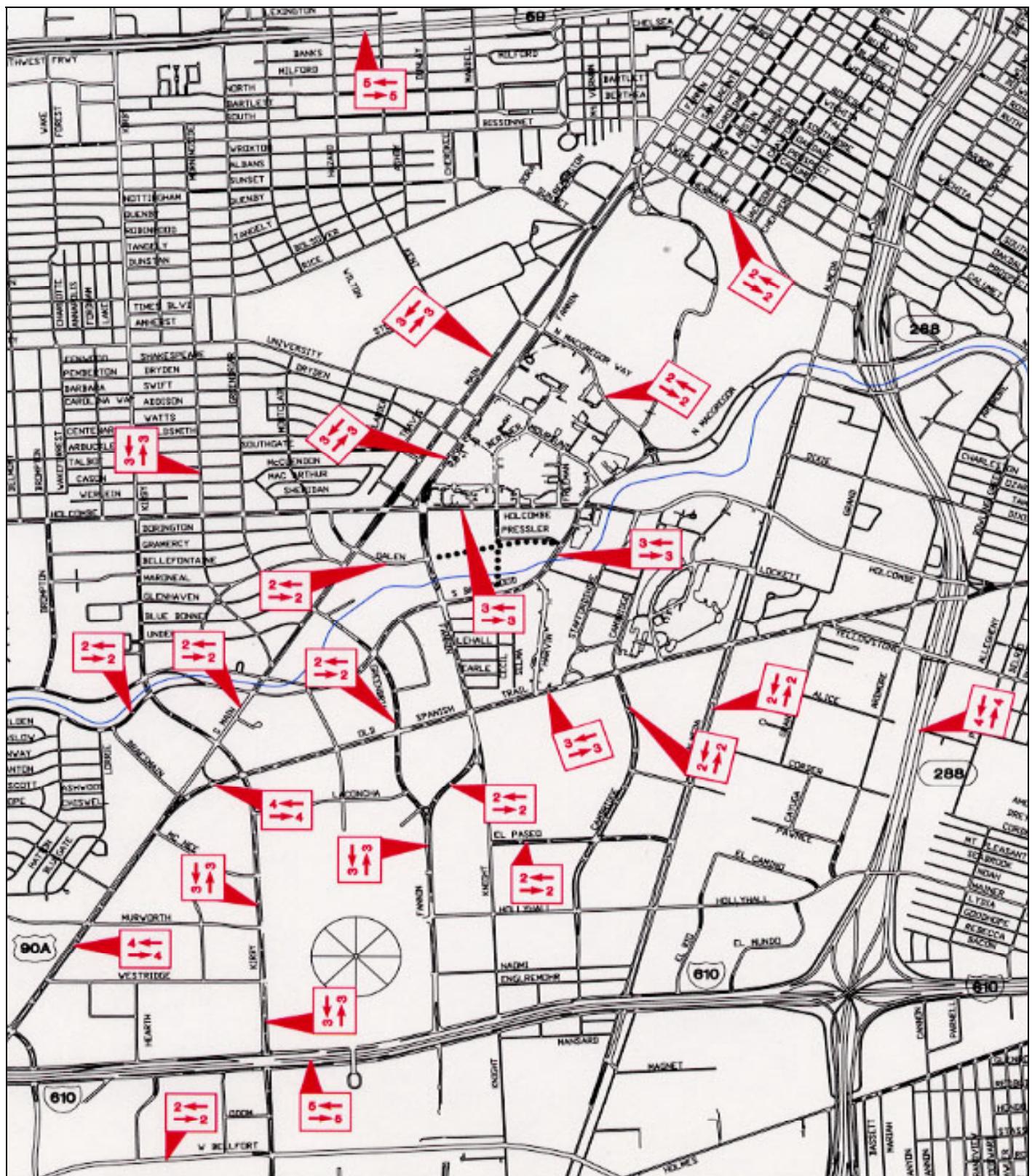


FIGURE 2: Existing Street Network

2.1.3 Major Thoroughfare Plan

The Major Thoroughfare and Freeway Plan (MTFP) is a planning document produced by the City of Houston Planning Commission, and updated annually. The plan governs major thoroughfares and freeways within the Houston City limits and Extraterritorial Jurisdiction. Roadways on the MTFP include roadways with the functional classification of Major Collectors, Major Thoroughfares, and Freeways/Expressways. The MTFP shows roadway alignments and rights-of-way, including sections where the city is planning to acquire additional right-of-way. Figure 3 shows the 2000 MTFP covering the study area. Within the study area, widening or new right-of-way is planned for sections of Fannin south of its intersection with Knight.

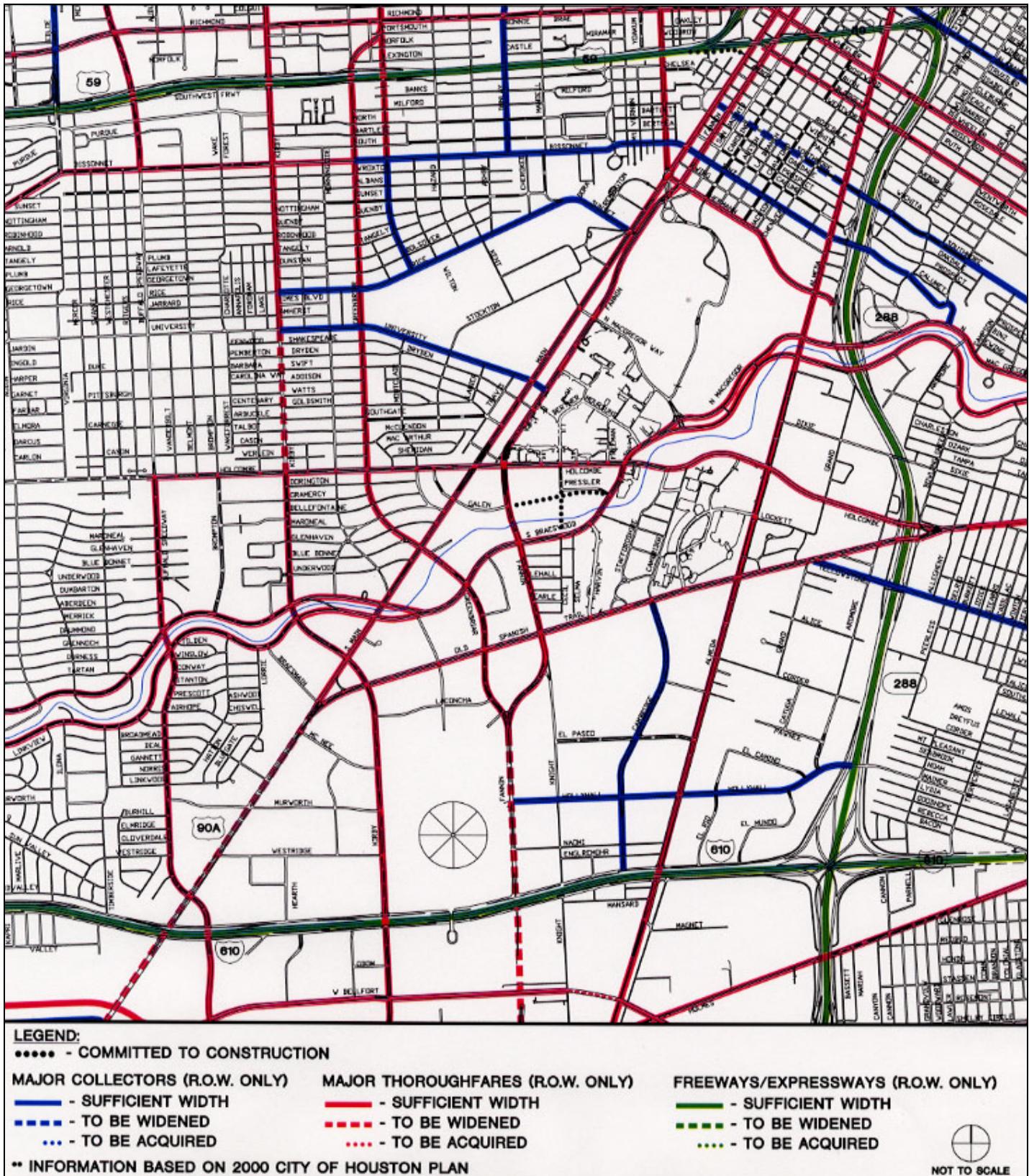


FIGURE 3: Major Thoroughfare and Freeway Plan

2.1.4 Major Intersections

Intersections are normally the first street system element where congestion occurs when levels of service deteriorate. The study team identified major intersections for detailed analysis during future phases of this study. Intersections meeting any of the following criteria were included:

- intersections between two Major Thoroughfares;
- intersections between Major Thoroughfares and Major Collectors;
- intersections between Major Collectors; and
- intersections not classified on the MTFP as Major Collectors or higher but are considered by the study team to warrant designation as major intersections due to traffic volumes expected at those intersections.

The following elements are key for successful operations of major intersections:

- identification of future development in the immediate vicinity;
- identification of overall volumes;
- forecasting of turning movement volumes;
- protection of adequate ROW for flexible intersection design.

Figure 4 shows the major intersections in the primary study area as red circles. A complete list of the major intersections can also be found in Table A1 in Appendix A.

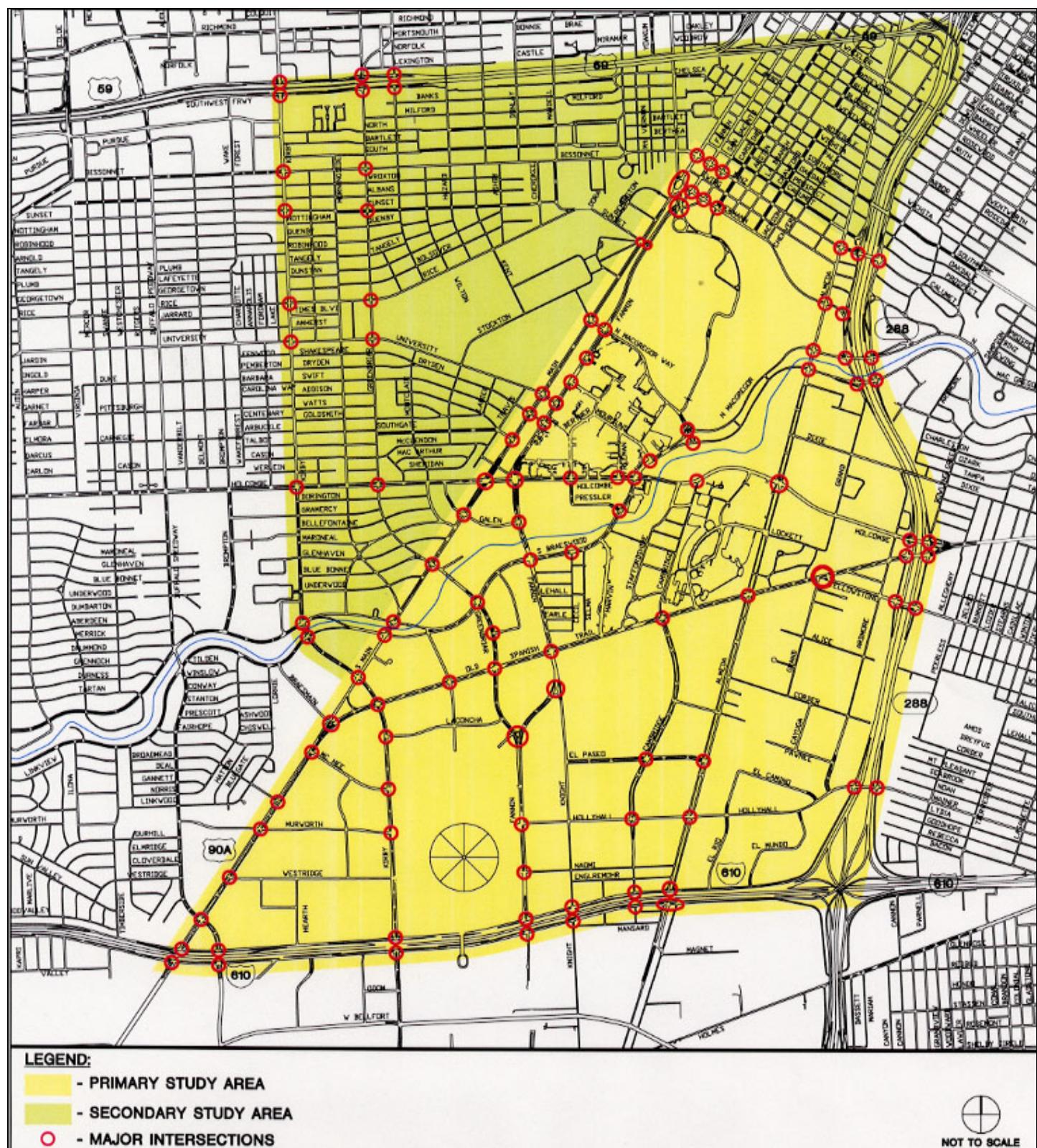


FIGURE 4: Major Intersections

2.1.5 Traffic Data

The study team summarized peak hour turning movement counts and 24-hour volumes from the reports described previously. The data sources included METRO, the Texas Medical Center, M.D. Anderson Cancer Center, Texas Children's Hospital, St. Luke's Episcopal Hospital, and the Texas Transportation Institute.

Directional count data, or machine counts, are a fundamental type of traffic data. This data provides a general "feel" for traffic volumes, to compare the traffic on various facilities, or to establish vehicles-per-day per travel lane. Table A2 of Appendix A shows the existing directional count data.

Turning movement count data are another fundamental type of data used in transportation studies. Analyses using turning movements help establish existing intersection traffic operating conditions, and is a basis for forecasting future intersection turning volumes. The existing turning movement count data are in Table A3 and Table A4 of Appendix A.

In addition to vehicle volumes, the study team collected existing lane configurations at the key intersections. Figure A1 of Appendix A shows these lane configurations.

2.2 Transit

2.2.1 Existing Service

The Metropolitan Transit Authority of Harris County (METRO) provides public transit service to and within the TMC. Brazos Transit District also operates a commuter express bus route from The Woodlands. Other institutions and organizations provide additional transportation services specifically for clients and patients. The focus of this study is public transit service and does not include the variety of private and client transportation services.

Table B1 in Appendix B shows the METRO bus routes that serve the TMC area. The table includes the route name and characteristics of each route. Table B2 provides days and hours of service for each route and summarizes route headways. Table B3 shows ridership on these routes. The rider counts for each route were collected in 2001; rider counts in the TMC were collected in 1999.

Figure 5 shows daily passenger activity at bus stops in the TMC area. Data were collected in 1999, the most recent year for which boarding and alighting counts are available. The stops with the highest boarding and alighting counts were at remote parking areas for the Texas Medical Center (in particular the South Extension lot) and along Fannin Street.

Prior to the commencement of the Fannin Street reconstruction project in 2000, the majority of local and through bus traffic in the TMC area operated on Fannin Street. Since the beginning of construction on Fannin, the majority of bus service in the TMC area has relocated to South Main Street, specifically between Holcombe Boulevard and North MacGregor.

Figures 6 and 7 show bus volumes on streets in the study area using METRO's March 2002 routes and schedules. The bus volumes reflect the relocation of several routes to South Main Street from Fannin Street. This is a permanent change.

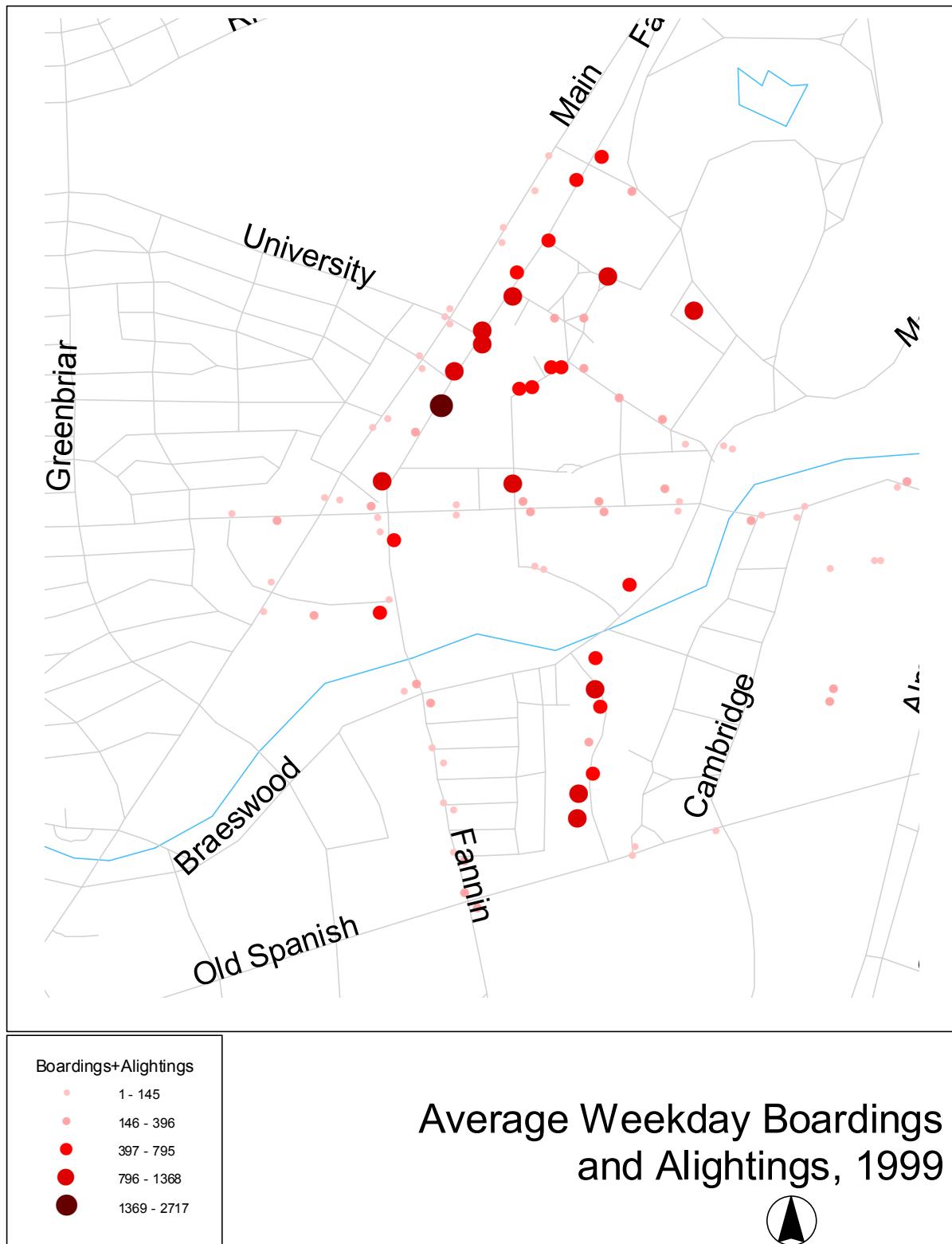
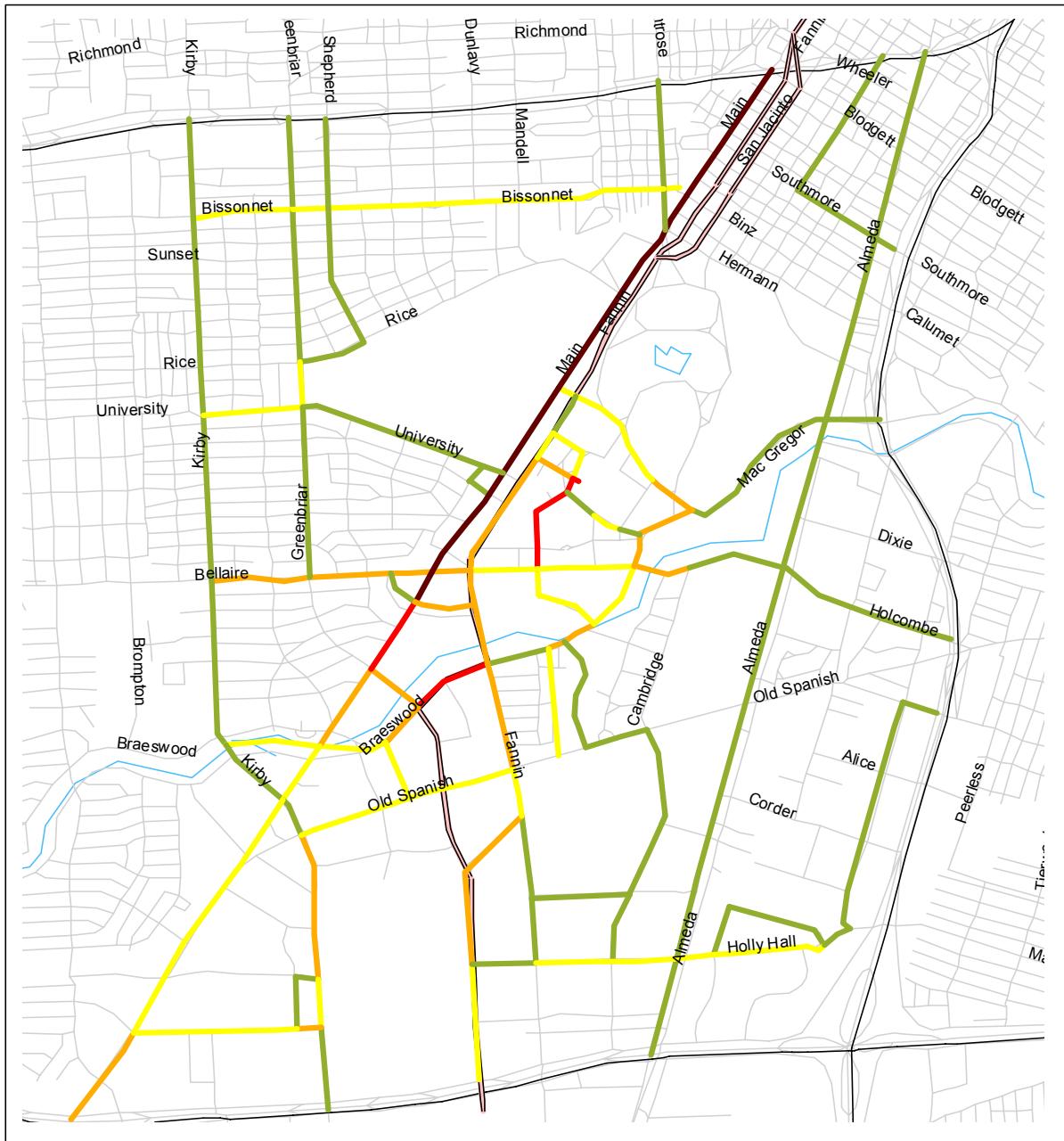


FIGURE 5: Average Weekday Boardings and Alightings, 2002



FIGURE 6: AM Peak Period Bus Volumes, 2002



Midday Period
Bus Volumes, 2002



FIGURE 7: Midday Period Bus Volumes, 2002

2.2.2 *Proposed Transit Services*

The following studies and service plans include transit-related components:

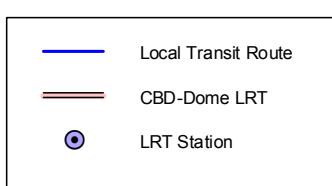
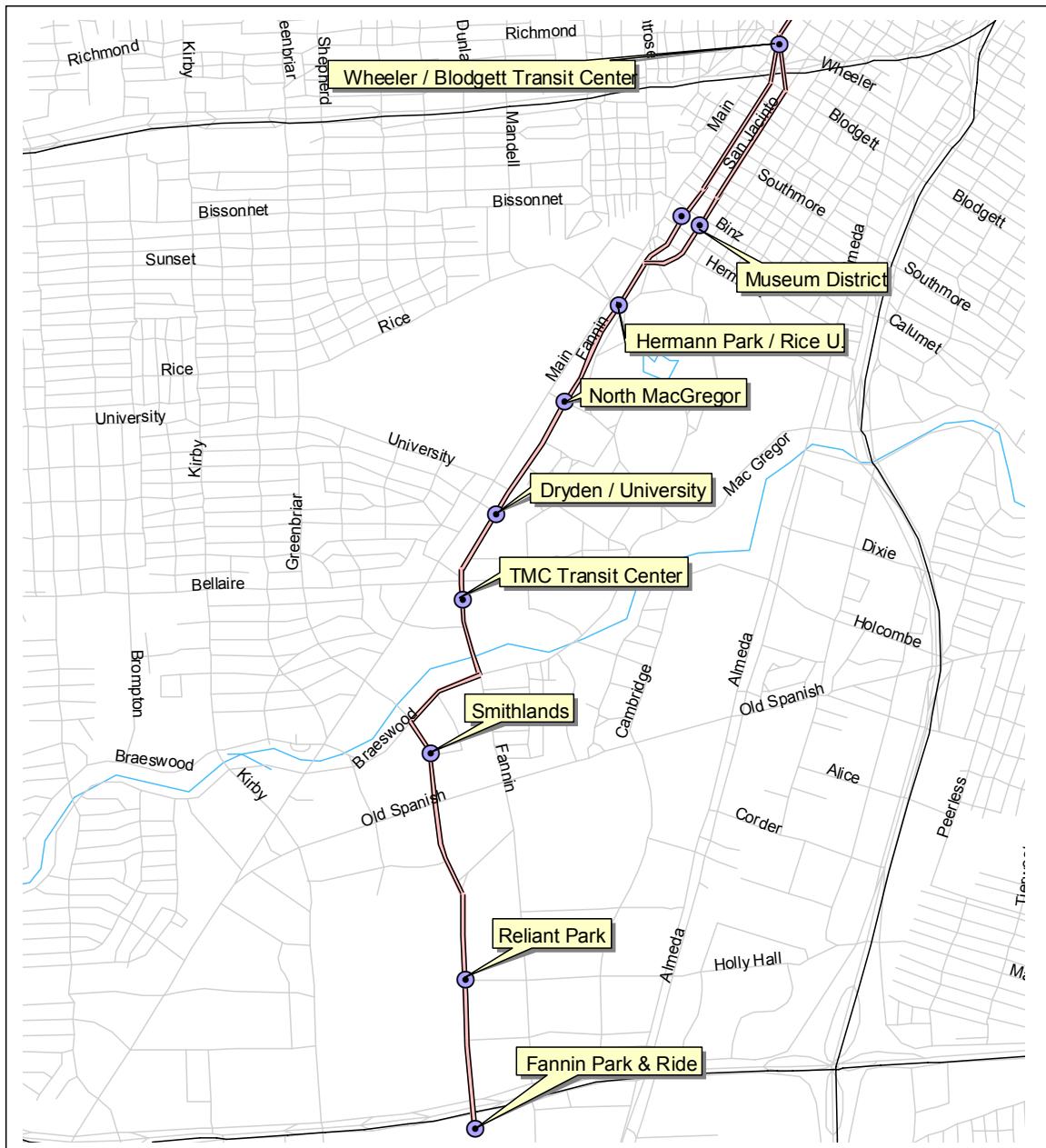
- *Downtown to Astrodome Corridor: Major Investment Study Report/Environmental Assessment* (Metropolitan Transit Authority of Harris County: August 1999);
- *Main Street Strategic Plan* (Main Street Coalition: January 2001);
- Joint Statement of Principles and Intent between METRO and TMC (Letter authored by Shirley DeLibero & Robert Miller of the Metropolitan Transit Authority of Harris County, May 2001);
- *METRORail Proposed Bus Operating Service Plan* (Metropolitan Transit Authority of Harris County, September 2001); and
- *METRO Mobility 2025 Plan* (Metropolitan Transit Authority of Harris County & Consultant Team, under development).

Downtown to Astrodome Corridor

METRO released the results of the MIS/Environmental Assessment (EA) for the Downtown to Astrodome Corridor in August 1999. The alternatives analysis conducted as part of the MIS/EA determined that light rail transit was the preferred mode for the corridor. Based on the results of the MIS/EA, METRO began construction on the 7.5 mile Downtown-to-the-Astrodome light-rail line (CBD-Dome LRT) in 2001. The LRT project is due to be completed in early 2004 and will be known as METRORail.

Revising of the METRO bus route structure will occur after completion of the CBD-Dome LRT. The changes are detailed in the *METRORail Proposed Bus Operating Service Plan*.

Figure 8 shows the LRT line and stations in the TMC study area.



METRORail Alignment



FIGURE 8: METRO-Rail Alignment

Main Street Strategic Plan

The Main Street Coalition released the Main Street Strategic Plan in January 2001. The plan includes an inventory of current and proposed projects and a set of recommendations for the South Main Street corridor. Within the TMC study area, transit-related projects and their status in the Strategic Plan include:

- Smithlands parking lot (completed 2000);
- METRO Transit Streets project enhancements in Third Ward (underway);
- METRO light rail stations (under construction);
- Cambridge and Bertner bridges (in planning);
- METRO Transit Streets project on South Main Street (under construction);
- US59 Exit to South Main Street (in planning);
- Southmore Street Livable Communities Initiative, between Dowling and Main along Southmore will involve pedestrian and transit enhancements (in planning);
- Wheeler-US59 Crossover Livable Communities Initiatives, between Almeda and Main Street along Wheeler and US59 would improve sidewalks and wayfinding (in planning);
- Museum District transit circulator (conceptual);
- high capacity transit along South Main south of IH-610 (conceptual); and
- reconfiguration of Holcombe/Main and Holcombe/Fannin intersections (conceptual).

Since the release of its Strategic Plan, METRO has begun construction on the Transit Streets and METRO light-rail stations.

Joint Statement of Principles and Intent

The Joint Statement of Principles and Intent is a letter written by representatives of METRO (Robert D. Miller and Shirley A. DeLibero) and the TMC (David M. Underwood and Dr. Richard E. Wainerdi) summarizing the agreement between their two agencies plus the City of Houston and Harris County on transit operations in the TMC area after the opening of the CBD-Dome LRT. The agreement includes the following points relevant to the long-range plan for the study area:

- The City of Houston Capital Improvement Program (CIP) will include the Bertner Street Bridge and extension and the Harris County CIP will include the Cambridge Street Bridge and extension.
- METRO will operate a circulator route using minibuses between the TMC Transit Center and the North MacGregor LRT Station during peak hours.
- During flooding, METRO will operate a connecting transit service when the LRT line cannot use the Fannin Street underpass at Holcombe Boulevard.

The Joint Statement addressed issues based on issues identified in previous studies in the area.

METRORail Proposed Bus Operating System Plan

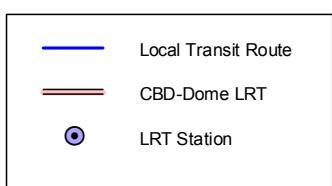
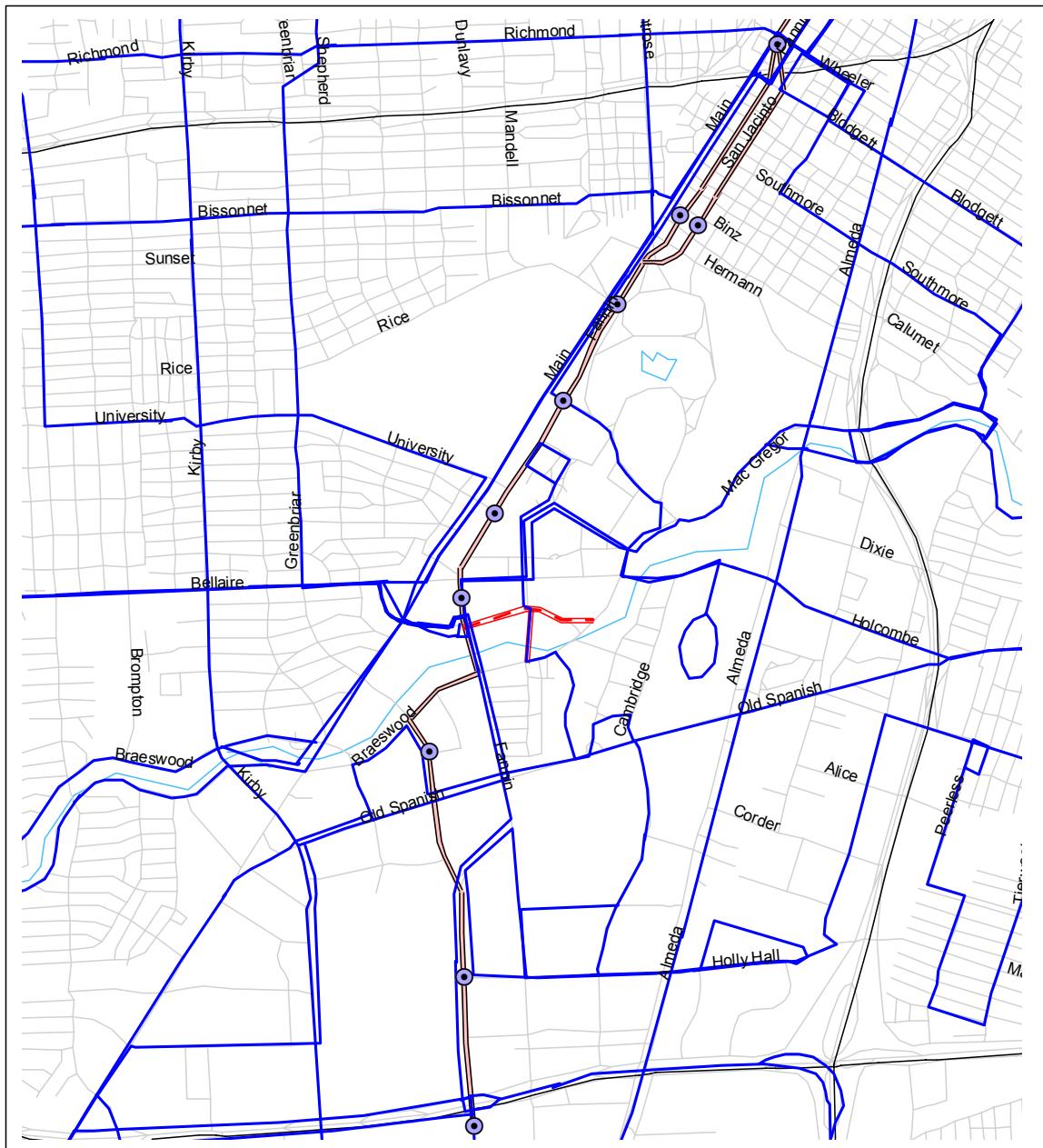
In September 2001, METRO published the *METRORail Proposed Bus Operating System Plan* as an internal Service Planning document. The operating plan represented the latest set of bus operations plans for routes operating in areas served by the CBD-Dome LRT Line. The plan includes significant changes to METRO bus operations in the TMC study area, including:

- The TMC Transit Center will emerge as the major transit hub for the TMC area. Local and crosstown routes will be routed to the TMC Transit Center instead of circulating through the TMC, and passengers will transfer at the transit center to/from circulator routes providing internal trips through the TMC.
- The following routes will no longer serve downtown Houston:
 - 2 Bellaire,
 - 4 Beechnut,
 - 15 Hiram Clarke,
 - 60 South MacGregor,
 - 65 Bissonnet, and
 - 170 Missouri City Express.

Instead, these routes will truncate at the TMC Transit Center (2, 4, 15), the Fannin Park & Ride lot (170), or the Wheeler/Blodgett Transit Center (60, 65) and passengers will transfer to the CBD-Dome LRT.

- Park & Ride service to the TMC will be suspended; instead, P&R patrons will take P&R routes downtown and transfer to the CBD-Dome LRT to reach destinations in the TMC area.
- 65 Bissonnet will be extended to the east via Blodgett to the TSU area.
- There will be a new crosstown route operating on Old Spanish Trail in the study area.
- Minor changes will be made to some routes to serve LRT stations.
- There will be no local bus service on Fannin in the TMC area.

Figure 9 shows the route alignments for local and crosstown service according to the METRORail Proposed Bus Operating System Plan.



Local and Crosstown
Transit Routes, 2004



FIGURE 9: Local and Crosstown Transit Routes

METRO Mobility 2025 Plan

The *METRO Mobility 2025 Plan* is an ongoing study conducted by METRO to develop a regional long-term transit plan based on the assumption of a network of high-capacity transit corridors. This plan includes the CBD-Dome LRT Line, which is already under construction. The South Freeway (SH 288) corridor is also a candidate for some type of high-capacity transit. METRO initiated a study of the South Freeway corridor in April 2002 to determine what type of high-capacity transit is feasible.

Proposed service to the TMC area is more extensive under the Mobility 2025 Plan than it is currently. However, service included in the Mobility 2025 Plan is under review and could change before approval of a final plan.

2.3 Parking

2.3.1 Previous Studies

A number of studies have investigated parking-related issues in and around the TMC area. The following is a brief description of the main findings of these studies.

Methodist Health Care System Parking Study Update (July 2000)

This study evaluated parking system options including valet, employee, patient/visitor, doctor/VIP, and ER at Methodist Hospital and Smith/Scurlock Towers.

Short-term recommendations:

- Allocate additional spaces at Smith and Scurlock for Fannin valets (may displace some employee parking).
- Work with St. Luke's to swap valet parking spaces at 6600 Main for spaces at Fannin/Holcombe.
- Simplify traffic operations at the ground level of Scurlock.
- Reallocate the number of employee spaces allotted to each institution to accommodate visitor parking within TMC. Continue to reduce proximal employee spaces (move to remote).
- Monitor employee daily use of Garages 1 and 7.
- Use parking spaces at the newly acquired Fannin/Holcombe lot for employee parking.
- Develop an improved off-peak shuttle system for Smithlands employees who need to use their cars during the day.
- Relocate additional employee parking from Garage 1 to Smithlands.
- Improve valet parking operation.
- Identify and classify medical staff and VIPs who need special parking arrangements.
- Group other medical staff that is on campus for long periods with other employees.
- Improve the 24-hour valet parking at the ER door.

Long-term recommendations:

- Work with TMC to rebuild Garage 1 to provide additional parking for patients, visitors, and valets.

- Develop more employee parking alternatives:
 - parking adjacent to campus on non-TMC property for employees willing to pay market rates (currently \$120 per month); and
 - enhanced (covered) parking at Smithlands for a premium fee.
- Change the TMC Master Plan to include the continued use of Garage 1 and expand Garage 1 to include the power plant site. A garage at this site could be combined with other medical uses.
- Expand Garage 1 to provide more parking for visitors.
- Relocate more non-medical support and administrative personnel parking to off-campus work locations, such as Smithlands.
- Growth in employee parking demand will require 190 additional spaces.
- Create broader range in parking fee schedule so that the range of options for employees is greater.
- Develop additional convenient parking locations with structure parking (Rice Graduate house site)

St. Luke's Episcopal Hospital Parking Study (October 2000)

- Proximal parking at SLEH is full.
- The Medical Tower garage has available capacity, with peak occupancy of less than 75 percent.
- The Bates entrance is very congested for valet parking and pick-up/drop-off during peak times. There are only two lanes available, but three are required. The hospital is planning to reconfigure the drive and add one lane.
- The Bates valet personnel were using the 6600 Main lot for vehicle storage. This is not convenient due to the distance and the need to cross Fannin and Main. The Bertner valets use the ground level of Garage 2 (west side) for vehicle storage.
- Parking at the ER is not adequate (only room for seven parking spaces). Changing truck access to the B-2 level of the building and eliminating the east ramp will create four additional spaces.
- The elimination of Garages 1 and 2 in the TMC Master Plan significantly impacts the visitor/patient employee parking for SLEH.

Smithlands Parking Area Travel Times (April 2001)

- During inclement weather, fewer people park at Smithlands. Instead, they use parking facilities within TMC campus.
- After initiation of light-rail service, travel times between Smithlands parking and TMC facilities will range from slightly shorter to slightly longer, depending on institution and entrance used.

Light Rail Transit Review: Station at Smithlands Parking Facility (December 2000)

- The LRT station on Greenbriar will not serve the Smithlands parking facility as conveniently as the existing bus terminal in the center of the lot; an internal shuttle bus service to transport some employees to the LRT station would increase convenience.
- The Greenbriar station would work well for TMC parkers, if it were combined with a multilevel parking structure in the east half of the Smithlands parking facility.

2.3.2 Inventory of Existing Parking Facilities

The study team reviewed parking conditions for the primary study area. The information was based on past studies and information gained from interviews with key representatives from the area.

The total number of parking spaces available to the TMC is approximately 25,000 spaces. These spaces are distributed among 17 garages, 20 parking lots at the central campus, three lots at the Leland Anderson Campus, five lots at South Main Campus, six lots at South Extension, two valet parking lots, one lot at Smithlands, and three lots used as exclusive leases. The parking inventory of the other activity centers in the study area are as follows: 2,456 at Hermann Park, 731 at the Museum District, 7,036 at Rice University, approximately 21,000 at Reliant Park, and approximately 300 on street spaces along Almeda. Appendix C provides a complete breakdown of the number of parking spaces per activity center. Figure 10 shows the locations of the visitor parking areas operated by the TMC, whereas Figure 12 shows TMC parking on a larger scale map.

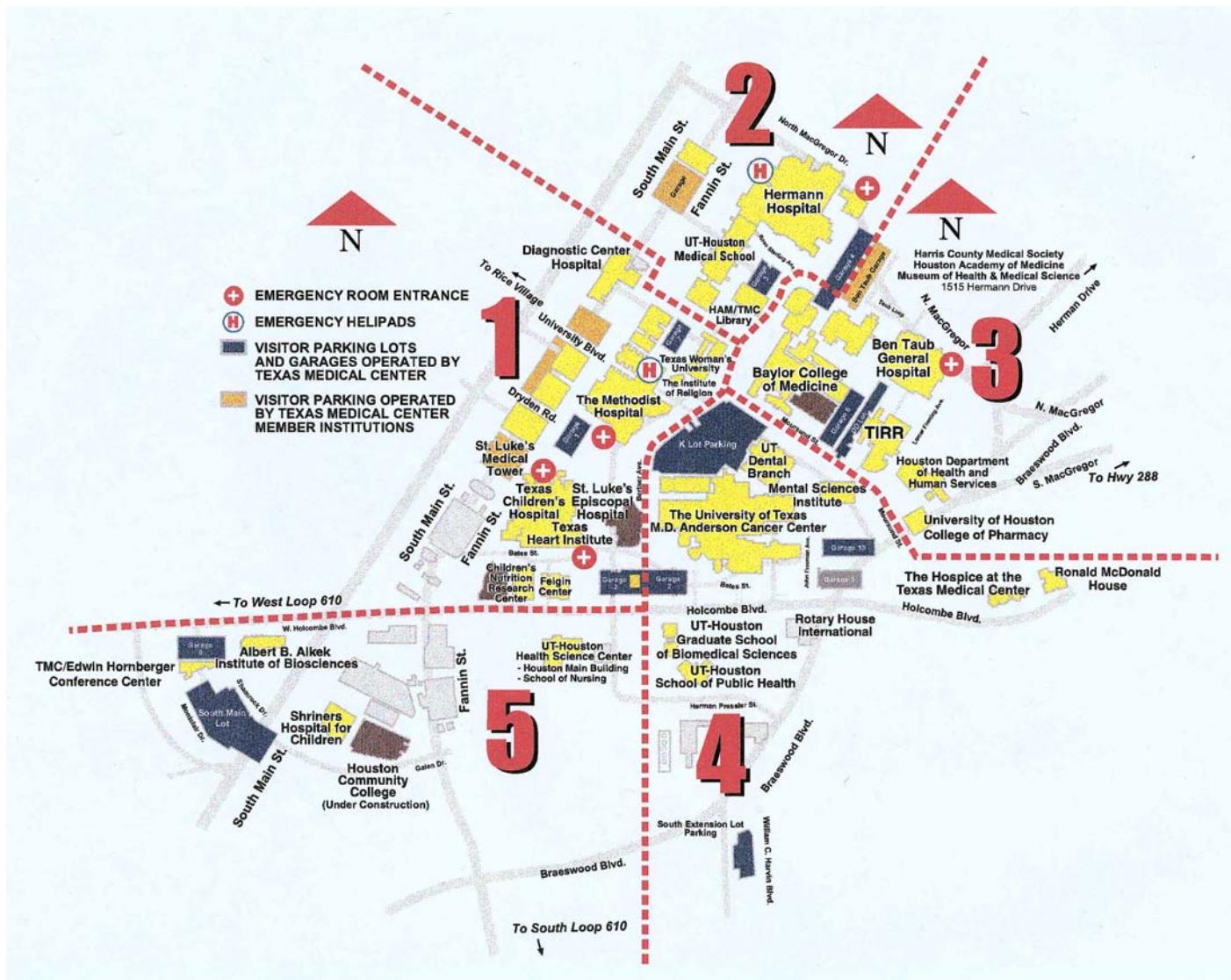


FIGURE 10: TMC Visitor Parking Areas

2.4 Pedestrians and Cycling

2.4.1 Pedestrian Facilities

Currently, the TMC has a significant amount of pedestrian activity occurring all throughout the area. With expansion of the transit system and additional peripheral parking structures, pedestrian traffic will increase. Planners should design streets, intersections, and transit stops with proper pedestrian amenities such as street furniture, canopies, lighting, handicap ramps at intersections, and sidewalks.

In 2004 the Metro Light Rail system is planned to provide a connection between the Central Houston Business District (CBD) and the Texas Medical Center area (including as far south as the Astrodome). The system should provide for proper maintenance of pedestrian access at the four (4) Metro rail stations within the TMC campus. A transit center will be located at Galen Station just south of Holcombe Boulevard, which may require additional pedestrian access than that of a typical station.

2.4.2 Bicycle Facilities

The City of Houston Bikeway Program has designated and signed various on-street bikeways within the Texas Medical Center (TMC) area. Various bike route connections have been made to the Briar Forest and Beltway 8 area, to the University of Houston, and the Museum District. Bicycle traffic can connect to the North Houston On-street Bikeway, the CBD On-street Bikeway, and the West Houston On-street Bikeway.

Figure 11 displays the existing and proposed bikeways within the study area as well as the locations of TMC parking facilities. Tables 1 and 2 show the existing and proposed bikeways in tabular format.

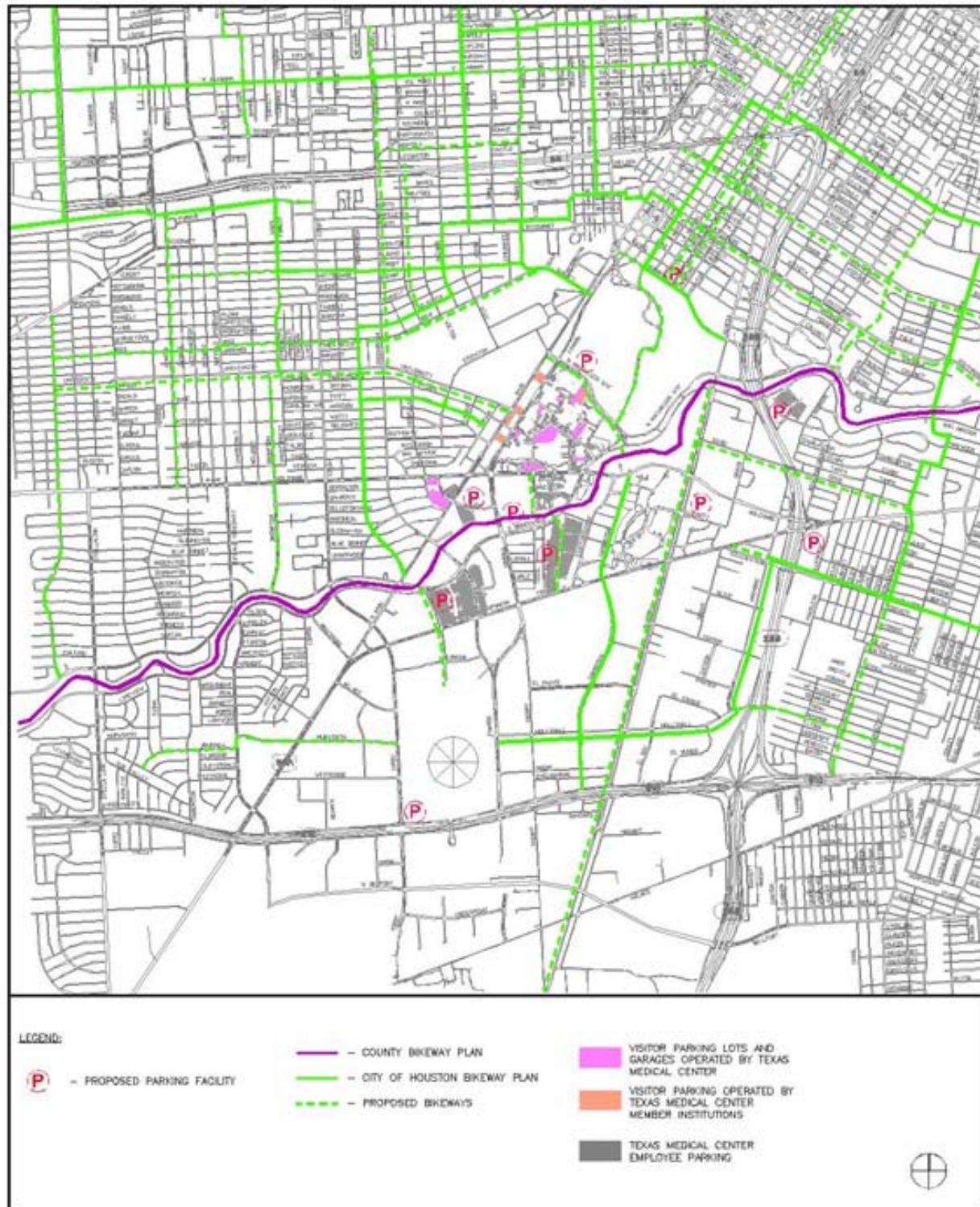


FIGURE 11: Existing and Proposed Bicycle Facilities and TMC Parking

TABLE 1: Existing Bikeways

Street with Bikeway	Start and end points of Bikeways
W. Alabama	Cummins to Woodhead St.
Woodhead St.	South St. to Westheimer
Hawthorne St.	Woodhead St. to Yoakum Blvd.
Yoakum Blvd	Hawthorne St. to Bartlett St.
Westpark Dr	Interstate 610 to Wakeforest St.
Wakeforest St.	Westpark Dr. to Sunset Blvd
Sunset Blvd.	Wakeforest St. to Main St.
Mandell St.	Sunset Blvd. to Bissonnet St.
Bissonnet St.	Hazard St. to Cardine St.
Hazard St.	Bolsover St. to Bissonnet St.
Bolsover St.	Hazard St. to Morningside Dr.
Morningside Dr.	Bolsover St. to S. Main St.
Swift Blvd	Morningside Dr. to Travis St.
Hermann Dr	Cardine St. to Almeda Rd.
Cardine St	Hermann Dr. to Truxillo St.
Truxillo St.	Cardine St. to Almeda Rd.
Alabama St.	Almeda Rd to Sampson St.
Cambridge St.	Holcombe Blvd. to Interstate 610
Holly Hall St	Fannin St. to State Highway 288
Ardmore St.	Holly Hall St. to Yellowstone Blvd
Yellowstone Blvd.	Yellowstone Blvd. to Cullen Blvd.

TABLE 2: Proposed Bikeways

Street with Bikeway	Start and end points of Bikeways
Yellowstone Blvd.	Old Spanish Trail to Ardmore St.
Almeda Rd	State Highway 59 to Hermann Dr.
Blodgett St.	State Highway 59 to State Highway 288
Along Brays Bayou	South Main Street to State Highway 288.
Cecil St.	Old Spanish Trail to Herman Presslar St.

CONCLUSIONS

This memorandum describes the existing traffic, transit, parking, pedestrian, and bicycle conditions of the study area. Information about existing conditions came from reports of previous studies and observations made by the study team. It is evident that there is a considerable amount of transportation-related information available for the study area. All this information provides the basis for determining the various needs and opportunities. The second memorandum makes use of this base information and describes the current and future needs for traffic, transit, parking, pedestrians and bicycles.

APPENDIX A: TRAFFIC

Table A1: Major Intersections

Table A2: 24-Hour Volumes

Table A3: Existing A.M. Peak Hour Turning Movement Counts

Table A4: Existing P.M. Peak Hour Turning Movement Counts

Figure A1: Existing Lane Configurations

TABLE A1
Major Intersections

Street 1	Street 2
288 Northbound	Binz
288 Northbound	Holcombe
288 Northbound	N. MacGregor Way
288 Northbound	Old Spanish Trail
288 Northbound	S. MacGregor
288 Southbound	Binz
288 Southbound	Hermann
288 Southbound	Holcombe
288 Southbound	N. MacGregor Way
288 Southbound	Old Spanish Trail
288 Southbound	S. MacGregor
610 Eastbound	Almeda
610 Eastbound	Buffalo Speedway
610 Eastbound	Cambridge
610 Eastbound	Fannin
610 Eastbound	Kirby
610 Eastbound	Knight
610 Eastbound	Main
610 Westbound	Almeda
610 Westbound	Buffalo Speedway
610 Westbound	Cambridge
610 Westbound	Fannin
610 Westbound	Kirby
610 Westbound	Knight
610 Westbound	Main
Almeda	Binz
Almeda	El Paseo
Almeda	Hermann
Almeda	Holcombe
Almeda	Holly Hall
Almeda	N. MacGregor
Almeda	Old Spanish Trail
Almeda	S. MacGregor
Bertner	Holcombe
Binz	Fannin
Binz	Main
Binz	San Jacinto
Braesmain	Old Spanish Trail
Broadmead	Main
Buffalo Speedway	Main

TABLE A1 (continued) Major Intersections	
Street 1	Street 2
Cambridge	El Paseo
Cambridge	Holcombe
Cambridge	Holly Hall
Cambridge	Old Spanish Trail
Caroline	Hermann
Cecil	S. Braeswood
Colonnade	Greenbriar
Dryden	Fannin
Dryden	Main
Fannin	Galen
Fannin	Greenbriar
Fannin	Hermann
Fannin	Holcombe
Fannin	Holly Hall
Fannin	Knight
Fannin	M. D. Anderson
Fannin	N. MacGregor
Fannin	Naomi
Fannin	Old Spanish Trail
Fannin	Ross Sterling
Fannin	S. Braeswood
Fannin	Sunset
Fannin	University
Galen	Main
Greenbriar	Main
Greenbriar	Old Spanish Trail
Greenbriar	S. Braeswood
Hermann	Fannin / Montrose
Hermann	San Jacinto
Holcombe	John Freeman
Holcombe	Main
Holcombe	S. Braeswood
Kirby	Laconcha
Kirby	McNee
Kirby	Old Spanish Trail
Main	McNee
Main	Murworth
Main	N. Braeswood
Main	N. MacGregor
Main	Ross Sterling

TABLE A1 (continued) Major Intersections	
Street 1	Street 2
Main	S. Braeswood
Main	Southgate
Main	Sunset
Main	University
Main	Westridge
Moursund	N. MacGregor
N. MacGregor	N. MacGregor Way
N. MacGregor	S. MacGregor Way
North Stadium Drive	Old Spanish Trail
Pressler	S. Braeswood

TABLE A2
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
Almeda	Northbound		South of IH-610	8-Aug-00	TTI	12,293
Almeda	Northbound		North of IH-610	8-Aug-00	TTI	15,181
Almeda	Southbound		North of IH-610	8-Aug-00	TTI	13,024
Almeda	Southbound		South of IH-610	8-Aug-00	TTI	11,342
Bates	Eastbound		East of Fannin	12-Jul-98	TCH	1,721
Bates	Eastbound		West of John Freeman	25-Mar-98	MDACC	885
Bates	Eastbound	*	West of Fannin	15-Aug-90	METRO	2,608
Bates	Westbound		East of Fannin	12-Jul-98	TCH	1,865
Bates	Westbound		East of Berther	24-Mar-98	MDACC	1,774
Bates	Westbound		West of Berther	24-Mar-98	MDACC	2,060
Bates	Westbound		East of John Freeman	25-Mar-98	MDACC	2,153
Bates	Westbound	*	West of Fannin	15-Aug-90	METRO	2,608
Bertner	Northbound		North of Bates	30-Sep-98	THI	3,686
Bertner	Northbound		South of Bates	19-Jan-00	TMC	4,075
Bertner	Northbound		South of Moursund	24-Mar-98	MDACC	3,195
Bertner	Northbound		North of TMC Lot T	24-Mar-98	MDACC	3,020
Bertner	Northbound	*	South of Holcombe	15-Aug-90	METRO	1,884
Bertner	Northbound	*	South of Wilkins	15-Aug-90	METRO	5,465
Bertner	Northbound	*	North of Wilkins	15-Aug-90	METRO	5,860
Bertner	Southbound		North of Bates	30-Sep-98	THI	4,731
Bertner	Southbound		North of Bates	19-Jan-00	TMC	5,015
Bertner	Southbound		North of Moursund	24-Mar-98	MDACC	4,789

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
Bertner	Southbound		North of TMC Lot T	24-Mar-98	MDACC	3,570
Bertner	Southbound	*	South of Holcombe	15-Aug-90	METRO	1,884
Bertner	Southbound	*	South of Wilkins	15-Aug-90	METRO	5,465
Bertner	Southbound	*	North of Wilkins	15-Aug-90	METRO	5,860
Braeswood	Northbound		North of Herman Pressler	2-Dec-99	TMC	8,577
Braeswood	Southbound		North of Herman Pressler	2-Dec-99	TMC	9,673
Calumet	Eastbound		Between Fannin and San Jacinto	18-Jul-00	METRO	605
Calumet	Eastbound		Between San Jacinto and Caroline	18-Jul-00	METRO	790
Calumet	Westbound		Between Fannin and San Jacinto	18-Jul-00	METRO	491
Calumet	Westbound		Between San Jacinto and Caroline	18-Jul-00	METRO	944
Cambridge	Northbound	*	South of Carroll	14-Aug-90	METRO	2,506
Cambridge	Northbound	*	South of El Paseo	14-Aug-90	METRO	2,470
Cambridge	Northbound	*	South of Holcombe	14-Aug-90	METRO	1,962
Cambridge	Northbound	*	South of Old Spanish Trail	14-Aug-90	METRO	4,110
Cambridge	Northbound		North of Holly Hall	8-Aug-00	TTI	3,649
Cambridge	Southbound	*	South of Carroll	14-Aug-90	METRO	2,506
Cambridge	Southbound	*	North of El Paseo	14-Aug-90	METRO	2,470
Cambridge	Southbound	*	South of Holcombe	14-Aug-90	METRO	1,962
Cambridge	Southbound	*	South of Old Spanish Trail	14-Aug-90	METRO	4,110
Cambridge	Southbound		North of Holly Hall	8-Aug-00	TTI	3,060
Cullen	Northbound	*	South of Ross Sterling	15-Aug-90	METRO	2,403
Cullen	Southbound	*	South of Ross Sterling	15-Aug-90	METRO	2,403
Dryden	Eastbound	*	East of Main	15-Aug-90	METRO	4,082
Dryden	Westbound	*	East of Main	15-Aug-90	METRO	4,082

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
El Paseo	Eastbound	*	East of Cambridge	14-Aug-90	METRO	2,368
El Paseo	Eastbound	*	West of Cambridge	14-Aug-90	METRO	1,191
El Paseo	Westbound	*	East of Cambridge	14-Aug-90	METRO	2,368
El Paseo	Westbound	*	West of Cambridge	14-Aug-90	METRO	1,191
Fannin	Northbound		North of Bates	12-Jul-01	TCH	12,570
Fannin	Northbound	*	North of N. MacGregor	1-Jan-96	METRO	14,835
Fannin	Northbound	*	South of N. MacGregor	1-Jan-96	METRO	15,370
Fannin	Northbound	*	North of Holcombe	1-Jan-96	METRO	13,833
Fannin	Northbound	*	610 to Greenbriar	1-Jan-96	METRO	9,887
Fannin	Northbound		South of Greenbriar	2-Aug-00	TTI	23,784
Fannin	Southbound		North of Bates	10-Jul-01	TCH	11,285
Fannin	Southbound	*	North of N. MacGregor	1-Jan-96	METRO	14,835
Fannin	Southbound	*	South of N. MacGregor	1-Jan-96	METRO	15,370
Fannin	Southbound	*	North of Holcombe	1-Jan-96	METRO	13,833
Fannin	Southbound	*	610 to Greenbriar	1-Jan-96	METRO	9,887
Fannin	Southbound		North of IH-610	29-Aug-00	TTI	23,039
Galen	Eastbound	*	Main to Fannin	1-Jan-96	METRO	3,290
Galen	Eastbound	*	East of Main	14-Aug-90	METRO	2,180
Galen	Eastbound	*	West of Main	14-Aug-90	METRO	1,860
Galen	Westbound	*	Main to Fannin	1-Jan-96	METRO	3,290
Galen	Westbound	*	East of Main	14-Aug-90	METRO	2,180
Galen	Westbound	*	West of Main	14-Aug-90	METRO	1,860
Greenbriar	Northbound		Fannin to S. Braeswood	1-Jan-96	METRO	5,372
Greenbriar	Southbound	*	Fannin to S. Braeswood	1-Jan-96	METRO	5,373

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
Holcombe	Eastbound		West of John Freeman	25-Mar-98	MDACC	23,521
Holcombe	Eastbound	*	West of Main	1-Jan-96	METRO	14,872
Holcombe	Eastbound	*	East of Fannin	1-Jan-96	METRO	9,860
Holcombe	Westbound		East of John Freeman	25-Mar-98	MDACC	14,976
Holcombe	Westbound	*	West of Main	1-Jan-96	METRO	14,872
Holcombe	Westbound	*	East of Fannin	1-Jan-96	METRO	9,860
Holly Hall	Eastbound		East of Fannin	2-Aug-00	TTI	4,166
Holly Hall	Eastbound		East of Cambridge	8-Aug-00	TTI	4,673
Holly Hall	Westbound		East of Fannin	4-Aug-00	TTI	2,892
Holly Hall	Westbound		East of Cambridge	8-Aug-00	TTI	6,303
IH-610	Eastbound		On Fannin Exit Ramp	1-Aug-00	TTI	11,565
IH-610	Eastbound		On Frontage Road before Fannin Exit Ramp	1-Aug-00	TTI	19,477
IH-610	Eastbound		On Kirby Entry Ramp	29-Aug-00	TTI	17,101
IH-610	Westbound		On Fannin Entry Ramp	1-Aug-00	TTI	12,030
IH-610	Westbound		On Frontage Road after Fannin Entry Ramp	1-Aug-00	TTI	23,363
IH-610	Westbound		On Kirby Exit Ramp	1-Aug-00	TTI	21,832
IH-610	Westbound		On Frontage Road before Kirby Exit Ramp	1-Aug-00	TTI	20,543
John Freeman	Northbound		South of Moursund	24-Mar-98	MDACC	3,903
John Freeman	Northbound		South of Bates	25-Mar-98	MDACC	3,893
John Freeman	Northbound		North of Holcombe	15-Aug-90	METRO	2,718
John Freeman	Southbound		North of Holcombe	25-Mar-98	MDACC	2,820
John Freeman	Southbound		North of Bates	25-Mar-98	MDACC	2,775
John Freeman	Southbound		North of Holcombe	15-Aug-90	METRO	2,718
Kirby	Northbound		North of IH-610	29-Aug-00	TTI	16,129

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
Kirby	Northbound		North of McNee	1-Aug-00	TTI	13,648
Kirby	Southbound		North of McNee	1-Aug-00	TTI	15,552
Knight	Northbound	*	South of El Paseo	14-Aug-90	METRO	2,086
Knight	Northbound	*	South of Fannin	14-Aug-90	METRO	2,408
Knight	Northbound		North of Holly Hall	8-Aug-00	TTI	4,577
Knight	Northbound		North of Naomi	8-Aug-00	TTI	4,064
Knight	Southbound	*	South of El Paseo	14-Aug-90	METRO	2,086
Knight	Southbound	*	South of Fannin	14-Aug-90	METRO	2,408
Knight	Southbound		North of Holly Hall	8-Aug-00	TTI	3,805
Lamar	Southbound		North of Moursund	24-Mar-98	MDACC	1,270
Lamar Fleming	Northbound	*	South of N. MacGregor	15-Aug-90	METRO	985
Lamar Fleming	Southbound	*	South of N. MacGregor	15-Aug-90	METRO	985
MacGregor	Northbound	*	West of Fannin	1-Jan-96	METRO	7,078
MacGregor	Southbound	*	West of Fannin	1-Jan-96	METRO	7,078
Moursund	Eastbound		East of Berther	19-Jan-00	TMC	4,143
Moursund	Eastbound		West of Lamar	24-Mar-98	MDACC	4,921
Moursund	Eastbound	*	West of Braeswood	15-Aug-90	METRO	5,954
Moursund	Eastbound	*	West of John Freeman	15-Aug-90	METRO	6,547
Moursund	Westbound		East of Berther	19-Jan-00	TMC	4,573
Moursund	Westbound		East of Lamar	24-Mar-98	MDACC	4,857
Moursund	Westbound	*	West of Braeswood	15-Aug-90	METRO	5,954
Moursund	Westbound	*	West of John Freeman	15-Aug-90	METRO	6,547
Murworth	Eastbound		West of Kirby	1-Aug-00	TTI	1,253
Murworth	Westbound		West of Kirby	1-Aug-00	TTI	1,311

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
N. McGregor	Eastbound	*	Braes Bayou	15-Aug-90	METRO	14,108
N. McGregor	Westbound	*	Braes Bayou	15-Aug-90	METRO	14,104
Oakdale	Eastbound		Between Main and Fannin	18-Jul-00	METRO	544
Oakdale	Eastbound		Between Fannin and San Jacinto	18-Jul-00	METRO	581
Oakdale	Eastbound		Between San Jacinto and Caroline	18-Jul-00	METRO	362
Oakdale	Westbound		Between Main and Fannin	18-Jul-00	METRO	514
Oakdale	Westbound		Between Fannin and San Jacinto	18-Jul-00	METRO	586
Oakdale	Westbound		Between San Jacinto and Caroline	18-Jul-00	METRO	477
Palm	Eastbound		Between Main and Fannin	18-Jul-00	METRO	636
Palm	Eastbound		Between Fannin and San Jacinto	18-Jul-00	METRO	752
Palm	Eastbound		Between San Jacinto and Caroline	18-Jul-00	METRO	413
Palm	Westbound		Between Main and Fannin	18-Jul-00	METRO	617
Palm	Westbound		Between Fannin and San Jacinto	18-Jul-00	METRO	861
Palm	Westbound		Between San Jacinto and Caroline	18-Jul-00	METRO	372
Pressler	Eastbound		West of Braeswood	2-Dec-99	TMC	2,329
Pressler	Eastbound	*	East of Berther	15-Aug-90	METRO	1,454
Pressler	Westbound		West of Braeswood	2-Dec-99	TMC	1,645
Pressler	Westbound	*	East of Berther	15-Aug-90	METRO	1,454
Prospect	Eastbound		Between Main and Fannin	18-Jul-00	METRO	614
Prospect	Eastbound		Between Fannin and San Jacinto	18-Jul-00	METRO	311
Prospect	Westbound		Between Main and Fannin	18-Jul-00	METRO	362
Prospect	Westbound		Between Fannin and San Jacinto	18-Jul-00	METRO	345
Rosedale	Eastbound		Between Fannin and San Jacinto	25-Jul-00	METRO	861
Rosedale	Eastbound		Between Main and Fannin	18-Jul-00	METRO	279

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
Rosedale	Eastbound		Between San Jacinto and Caroline	18-Jul-00	METRO	307
Rosedale	Westbound		Between Fannin and San Jacinto	25-Jul-00	METRO	347
Rosedale	Westbound		Between Main and Fannin	18-Jul-00	METRO	596
Rosedale	Westbound		Between San Jacinto and Caroline	18-Jul-00	METRO	381
Ross Sterling	Eastbound	*	West of E. Cullen	15-Aug-90	METRO	3,414
Ross Sterling	Westbound	*	West of E. Cullen	15-Aug-90	METRO	3,414
S. Braeswood	Northbound	*	Fannin to Greenbriar	1-Jan-96	METRO	6,762
S. Braeswood	Southbound	*	Fannin to Greenbriar	1-Jan-96	METRO	6,762
Southmore	Eastbound		Between Main and Fannin	25-Jul-00	METRO	1,033
Southmore	Eastbound		Between San Jacinto and Caroline	25-Jul-00	METRO	1,578
Southmore	Eastbound		Between Fannin and San Jacinto	18-Jul-00	METRO	1,886
Southmore	Westbound		Between Main and Fannin	25-Jul-00	METRO	2,215
Southmore	Westbound		Between San Jacinto and Caroline	25-Jul-00	METRO	2,632
Southmore	Westbound		Between Fannin and San Jacinto	18-Jul-00	METRO	1,463
Staffordshire	Northbound	*	South of Brunson	14-Aug-90	METRO	440
Staffordshire	Northbound	*	South of Holcombe	14-Aug-90	METRO	886
Staffordshire	Southbound	*	South of Brunson	14-Aug-90	METRO	440
Staffordshire	Southbound	*	South of Holcombe	14-Aug-90	METRO	886
University	Eastbound	*	East of Main	15-Aug-90	METRO	9,606
University	Westbound	*	East of Main	15-Aug-90	METRO	9,606
Wentworth	Eastbound		Between San Jacinto and Caroline	18-Jul-00	METRO	117
Wentworth	Westbound		Between San Jacinto and Caroline	18-Jul-00	METRO	157
Westridge	Eastbound		West of Kirby	1-Aug-00	TTI	4,567
Westridge	Westbound		West of Kirby	1-Aug-00	TTI	3,042

* 24-hour bi-directional counts were split evenly between approaches

TABLE A2 (continued)
24-Hour Volumes

Street	Direction	Note	Location	Date	Source	24-Hour Volume
Wichita	Eastbound		Between Main and Fannin	18-Jul-00	METRO	399
Wichita	Eastbound		Between Fannin and San Jacinto	18-Jul-00	METRO	405
Wichita	Eastbound		Between San Jacinto and Caroline	18-Jul-00	METRO	170
Wichita	Westbound		Between Main and Fannin	18-Jul-00	METRO	375
Wichita	Westbound		Between Fannin and San Jacinto	18-Jul-00	METRO	356
Wichita	Westbound		Between San Jacinto and Caroline	18-Jul-00	METRO	226
Wyndale	Eastbound	*	West of Cambridge	15-Aug-90	METRO	979
Wyndale	Eastbound	*	West of Staffordshire	14-Aug-90	METRO	1,034
Wyndale	Westbound	*	West of Cambridge	15-Aug-90	METRO	979
Wyndale	Westbound	*	West of Staffordshire	15-Aug-90	METRO	1,034

* 24-hour bi-directional counts were split evenly between approaches

TABLE A3: Existing A.M. Peak Hour Turning Movement Counts

Street 1	Street 2	Date	Source	Northbound				Southbound				Eastbound				Westbound			
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
288 (NB)	Calumet	Aug-95	METRO	256	94	13	0	0	0	83	7	0	0	47	26				
288 (NB)	Holcombe	May-94	METRO	341	344	0	0	0	0	276	238	0	0	219	440				
288 (NB)	Holcombe	Aug-95	METRO	302	336	0	0	0	0	298	211	0	0	207	379				
288 (NB)	Mainer	May-94	METRO	226	88	0	0	0	0	666	201	0	0	190	143				
288 (NB)	N. MacGregor	Aug-95	METRO	487	388	0	0	0	0	0	0	0	0	0	246	198			
288 (NB)	OST	May-94	METRO	129	525	178	0	0	0	276	268	0	0	398	0				
288 (NB)	S. MacGregor	Aug-95	METRO	0	628	376	0	0	0	375	410	0	0	0	0				
288 (NB)	Southmore	Aug-95	METRO	159	364	156	0	0	0	135	304	0	0	218	157				
288 (NB)	Yellowstone	May-94	METRO	370	740	160	0	0	0	31	153	0	0	194	188				
288 (SB)	Calumet	Aug-95	METRO	0	0	11	106	202	0	79	77	30	273	0					
288 (SB)	Holcombe	May-94	METRO	0	0	123	596	532	0	387	179	0	563	0					
288 (SB)	Holcombe	Aug-95	METRO	0	0	139	465	529	0	370	260	3	506	0					
288 (SB)	Mainer	May-94	METRO	57	76	355	0	0	0	810	10	36	380	0					
288 (SB)	N. MacGregor	Aug-95	METRO	0	0	0	175	1214	0	0	0	97	636	0					
288 (SB)	OST	May-94	METRO	0	0	82	272	430	0	462	28	132	397	0					
288 (SB)	S. MacGregor	Aug-95	METRO	0	0	223	103	0	124	562	0	0	0	0					
288 (SB)	Southmore	Aug-95	METRO	0	0	230	389	293	0	209	42	113	264	0					
288 (SB)	Yellowstone	May-94	METRO	0	0	94	319	29	0	90	186	99	465	0					
59 (EB)	Greenbriar	Aug-95	METRO	0	0	326	733	0	0	562	976	0	0	0	0				
59 (EB)	Kirby	Aug-95	METRO	0	1339	413	157	636	0	641	104	481	0	0	0				
59 (EB)	Shepherd	Aug-95	METRO	0	558	321	0	0	472	364	0	0	0	0					
59 (WB)	Greenbriar	Aug-95	METRO	0	0	669	628	0	0	0	391	219	0						
59 (WB)	Kirby	Aug-95	METRO	585	1395	0	0	534	258	0	0	259	161	300					

TABLE A3 (continued)

Existing A.M. Peak Hour Turning Movement Counts									
59 (WB)	Shepherd	Aug-95	METRO	381	615	0	0	0	0

			May-94	METRO	0	1671	62	16	272	0	467	123	224	0	0	0	0
610 (EB)	Almeda	Buffalo	May-94	METRO	0	33	12	146	31	0	15	293	31	0	0	0	0
610 (EB)	Fannin	May-94	METRO	0	83	16	277	41	0	1093	166	31	0	0	0	0	0
610 (EB)	Kirby	May-94	METRO	0	336	306	254	551	0	288	241	115	0	0	0	0	0
610 (EB)	Main	May-94	METRO	0	1467	795	60	843	0	376	112	98	0	0	0	0	0
610 (WB)	Almeda	May-94	METRO	443	1695	0	0	219	148	0	0	0	69	120	31		
610 (WB)	Buffalo	May-94	METRO	36	15	0	0	173	4	0	0	0	26	515	205		
610 (WB)	Fannin	May-94	METRO	32	1144	0	0	297	200	0	0	0	21	129	979		
610 (WB)	Kirby	May-94	METRO	133	472	0	0	315	72	0	0	0	500	148	335		
610 (WB)	Main	May-94	METRO	62	1601	0	0	486	202	0	0	0	415	121	31		
Almeda	Blodgett	Aug-95	METRO	46	452	25	15	196	4	3	34	16	15	70	22		
Almeda	Calumet	Aug-95	METRO	49	464	29	26	231	15	6	101	27	29	365	81		
Almeda	Hermann	Aug-95	METRO	4	251	11	117	428	0	59	19	3	42	11	61		
Almeda	Holcombe	Aug-95	METRO	217	514	48	18	239	54	82	325	42	132	870	26		
Almeda	Holly Hall	May-94	METRO	43	1163	581	101	259	20	36	295	33	53	271	130		
Almeda	N. MacGregor	Aug-95	METRO	6	450	0	0	218	151	0	0	0	51	1495	101		
Almeda	OST	May-94	METRO	204	895	185	20	177	25	92	404	92	71	840	106		
Almeda	S. MacGregor	Aug-95	METRO	0	423	55	37	243	0	78	594	17	0	0	0		
Almeda	Southmore	Aug-95	METRO	63	102	12	25	222	37	148	214	108	2	554	1		
Almeda	Wheeler	Aug-95	METRO	90	386	30	8	118	11	12	117	49	12	93	16		
Avenue G	S. Braeswood	Aug-95	METRO	5	0	65	0	0	0	0	811	138	171	326	0		
Banks	Montrose	Aug-95	METRO	0	509	2	8	838	0	0	0	0	15	0	10		
Bates	Bertner	24-Mar-1998	MDACC	46	262	39	38	135	57	37	27	36	43	34	30		
Bates	Bertner	7-Mar-2001	MDACC	81	252	89	44	198	69	50	26	106	117	22	60		
Bates	Clark Clinic	14-Aug-1998	MDACC	25	0	35	0	0	0	0	77	78	31	81	0		
Bates	Clark Clinic	7-Mar-2001	MDACC	39	25	2	53	0	42	30	48	64	25	68	51		

TABLE A3 (continued)

Existing A.M. Peak Hour Turning Movement Counts

Bates	Concourse	7-Feb-2002	TCH	0	0	0	62	5	41	14	138	10	16	94	43
Bates	Concourse	15-Jul-1998	TCH	0	0	0	68	13	17	11	141	28	22	102	38
Bates	Fannin	15-Jul-1998	TCH	0	433	247	0	0	0	0	0	0	0	0	84
Bates	J.V. Johnson	15-Jul-1998	TCH	71	0	51	0	0	0	0	125	186	42	93	0

Bates	John Freeman	25-Mar-1998	MDACC	100	232	236	24	48	27	29	8	2	12	4	2
Bates	John Freeman	7-Mar-2001	MDACC	109	202	133	17	49	36	34	7	11	5	1	9
Bates	TMC Garage 2	7-Mar-2001	MDACC	43	20	29	18	0	33	14	39	54	41	102	10
Bates	TMC Lot S	15-Jul-1998	TCH	1	0	5	0	0	0	0	224	23	22	84	0
Bertner	Holcombe	26-Mar-1998	MDACC	21	54	10	78	25	119	162	832	89	43	1005	140
Bertner	Holcombe	7-Mar-2001	MDACC	26	65	43	161	82	133	226	745	135	85	939	139
Bertner	Holcombe	Aug-95	METRO	37	50	17	70	33	116	141	935	107	37	894	109
Bertner	Moursund	24-Mar-1998	MDACC	5	157	97	204	138	6	1	0	3	125	10	23
Bertner	Moursund	19-Jan-2000	TMC	16	247	81	194	177	3	0	1	1	155	17	336
Bertner	TMC Lot K	17-Jun-1998	MDACC	10	283	79	69	160	18	14	0	8	14	0	13
Binz	Caroline	28-Mar-2000	METRO	14	24	21	12	82	12	20	221	161	164	358	30
Binz	Fannin	21-Mar-2000	METRO	0	0	0	61	585	49	0	412	62	65	280	0
Binz	Main	22-Mar-2000	METRO	0	1039	41	0	504	52	157	473	34	0	355	24
Binz	San Jacinto	21-Mar-2000	METRO	28	462	40	0	0	0	125	340	0	0	341	42
Binz	San Jacinto	Aug-95	METRO	103	591	65	0	0	0	77	408	0	0	435	96
Bissonnet	Greenbriar	Aug-95	METRO	0	0	108	1282	139	0	330	98	19	217	0	
Bissonnet	Hazard	Aug-95	METRO	12	41	20	7	8	10	5	311	13	9	366	4
Bissonnet	Kirby	Aug-95	METRO	84	1045	28	149	845	84	59	157	104	120	278	118
Bissonnet	Main	Aug-95	METRO	0	658	30	0	435	34	34	336	10	0	205	10
Bissonnet	Mandell	Aug-95	METRO	3	9	26	13	29	37	23	364	11	20	254	9
Bissonnet	Montrose	Aug-95	METRO	11	340	40	143	706	42	70	306	89	6	146	82
Bissonnet	Shepherd	Aug-95	METRO	23	543	24	0	0	85	435	0	0	242	130	
Blodgett	Fannin	Aug-95	METRO	0	0	0	1152	39	0	0	27	211	0	0	

TABLE A3 (continued)
Existing A.M. Peak Hour Turning Movement Counts

Blodgett	Main	Aug-95	METRO	0	733	0	0	423	39	0	0	0	7	220	23
Blodgett	San Jacinto	Aug-95	METRO	119	882	34	0	0	0	0	0	0	0	88	135
Blodgett	San Jacinto	Aug-95	METRO	119	882	34	0	0	0	0	0	0	0	88	135
Braeswood	Holcombe	2-Dec-1999	TMC	257	756	66	94	508	271	207	428	128	150	1190	275
Braeswood	Holcombe	25-Mar-1998	MDACC	214	605	80	98	415	335	201	374	116	134	924	341
Braeswood	Moursund	24-Mar-1998	MDACC	411	791	0	0	841	368	92	0	87	0	0	0
Braeswood	Pressler	2-Dec-1999	TMC	251	1018	0	0	694	64	7	0	107	0	0	0

			26-Mar-1998	MDACC	136	610	0	0	371	70	5	0	38	0	0	0	0	0	0
Braeswood	Pressler	Holcombe	Aug-95	METRO	57	4	130	8	1	5	6	1520	39	46	650	2			
Brompton	Main	Main	May-94	METRO	158	1928	6	45	668	36	22	135	100	43	205	83			
Buffalo	N. Braeswood		Aug-95	METRO	31	307	38	12	110	14	65	710	20	20	219	23			
Buffalo	S. Braeswood		Aug-95	METRO	14	276	47	31	109	10	78	720	12	8	82	23			
Calumet	Fannin		Aug-95	METRO	0	0	0	39	699	30	0	325	41	70	185	0			
Cambridge	El Paseo		12-Jul-2001	BioTech	28	330	26	21	91	26	51	33	10	11	60	100			
Cambridge	El Paseo		May-94	METRO	13	163	32	22	94	25	21	29	21	21	78	90			
Cambridge	Holly Hall		May-94	METRO	66	94	65	84	114	49	82	197	17	25	281	44			
Cambridge	OST		12-Jul-2001	BioTech	225	204	327	16	58	10	20	488	57	69	969	73			
Cambridge	OST		May-94	METRO	244	171	191	25	42	7	13	530	57	80	716	54			
Caroline	Ewing		28-Mar-2000	METRO	64	44	10	10	172	162	3	14	30	11	18	8			
Caroline	Hermann		28-Mar-2000	METRO	18	32	15	14	24	11	28	152	42	27	54	14			
Clark Clinic	Holcombe		7-Mar-2001	MDACC	0	0	12	0	0	77	0	1028	12	0	1154	98			
Concourse	Fannin		7-Feb-2002	TCH	199	707	44	77	399	200	0	0	5	0	0	59			
Concourse	Fannin		15-Jul-1998	TCH	0	1440	86	86	748	0	0	0	0	0	0	38			
Dryden	Fannin		23-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-			
Dryden	Fannin		Aug-95	METRO	167	1245	112	85	881	56	96	82	131	15	12	19			
Dryden	Main		25-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-			
Dryden	Main		Aug-95	METRO	109	1529	128	56	664	87	179	425	25	21	98	61			

TABLE A3 (continued)
Existing A.M. Peak Hour Turning Movement Counts

El Paseo	Knight		12-Jul-2001	BioTech	0	784	67	41	128	0	0	0	0	7	0	78			
Ewing	Fannin		29-Mar-2000	METRO	0	0	41	616	7	0	36	16	18	11	0				
Ewing	Main		28-Mar-2000	METRO	0	1064	38	36	541	0	0	0	0	9	0	22			
Ewing	San Jacinto		13-Apr-2000	METRO	44	507	97	0	0	0	80	133	0	0	0	26	23		
Fannin	Galen		24-May-2001	UTHSC	263	1386	101	7	539	40	83	73	232	33	30	8			
Fannin	Galen		24-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-			
Fannin	Galen		Aug-95	METRO	222	1489	101	23	633	48	64	60	186	11	7	3			
Fannin	Greenbriar		May-94	METRO	814	1278	0	0	282	39	0	278	0	0	0	0			
Fannin	Hermann		22-Mar-2000	METRO	0	0	70	639	33	0	200	3	52	90	0				
Fannin	Hermann		Aug-95	METRO	0	0	57	785	36	0	129	6	32	18	0				

Fannin	Holcombe	24-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Fannin	Holcombe	Aug-95	METRO	93	92	259	93	50	132	420	1114	118	292	546	87
Fannin	Holly Hall	May-94	METRO	60	1839	114	76	433	1	2	2	4	90	0	177
Fannin	M.D. Anderson	Aug-95	METRO	0	881	528	242	849	0	9	12	0	150	0	128
Fannin	Knight	12-Jul-2001	BioTech	21	863	12	144	380	4	0	0	0	0	755	0
Fannin	Knight	May-94	METRO	0	1304	8	133	423	0	0	0	0	0	846	0
Fannin	M.D. Anderson	23-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Fannin	MacGregor	Aug-95	METRO	133	631	187	396	1100	34	0	285	146	274	283	80
Fannin	Montrose	23-Mar-2000	METRO	78	287	4	15	708	1	0	52	165	0	30	21
Fannin	N. McGregor	23-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Fannin	OST	12-Jul-2001	BioTech	249	1010	261	96	348	61	103	452	125	91	645	118
Fannin	OST	May-94	METRO	563	477	267	100	173	207	157	386	102	100	390	216
Fannin	Ross Sterling	23-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Fannin	Ross Sterling	Aug-95	METRO	207	1097	118	76	703	209	0	0	0	83	21	86
Fannin	S. Braeswood	Aug-95	METRO	64	1622	310	58	650	65	268	928	52	79	311	83
Fannin	Southmore	Aug-95	METRO	0	0	0	118	784	21	0	31	1	84	50	0
Fannin	Sunset	Aug-95	METRO	0	0	0	0	969	95	0	0	423	0	0	0

TABLE A3 (continued)
Existing A.M. Peak Hour Turning Movement Counts

Fannin	University	23-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Fannin	University	Aug-95	METRO	168	1165	0	0	838	93	302	0	211	33	4	10
Fleming	Moursund	24-Mar-1998	MDACC	0	0	59	0	69	21	202	0	0	561	19	
Freeman	Holcombe	25-Mar-1998	MDACC	0	0	2	0	0	77	257	478	3	1	757	208
Freeman	Moursund	24-Mar-1998	MDACC	63	88	82	4	2	3	46	147	65	69	312	247
Galen	Main	25-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Galen	Main	Aug-95	METRO	67	2066	176	97	553	17	7	128	6	12	52	58
Greenbriar	Holcombe	Aug-95	METRO	27	184	52	128	159	99	59	1314	77	9	604	15
Greenbriar	Main	Aug-95	METRO	63	1944	23	84	468	6	31	219	67	58	204	161
Greenbriar	OST	May-94	METRO	63	294	51	123	253	16	54	636	65	57	358	88
Greenbriar	Rice	Aug-95	METRO	75	0	300	179	841	74	0	233	45	34	87	0
Greenbriar	S. Braeswood	Aug-95	METRO	18	196	77	30	293	52	14	239	56	11	869	71
Greenbriar	Sunset	Aug-95	METRO	0	0	278	1140	53	0	179	13	65	10	0	0

Greenbriar	University	Aug-95	METRO	20	287	18	361	320	9	16	334	16	8	148	39
Harvin	OST	12-Jul-2001	BioTech	0	0	3	8	0	4	219	552	3	6	918	276
Hermann	San Jacinto	23-Mar-2000	METRO	8	300	7	0	0	0	141	102	0	0	151	44
Hermann	San Jacinto	Aug-95	METRO	4	425	9	0	0	0	115	74	0	0	63	43
Holcombe	J.V. Johnson	15-Jul-1998	TCH	0	0	25	0	0	131	264	1013	78	71	939	93
Holcombe	J.V. Johnson	Aug-95	METRO	0	0	42	0	0	119	276	1042	71	55	830	109
Holcombe	John Freeman	7-Mar-2001	MDACC	0	0	13	0	0	63	211	847	16	19	1173	261
Holcombe	Kirby	Aug-95	METRO	185	683	115	174	273	72	75	1362	233	90	453	139
Holcombe	M.D. Anderson	Aug-95	METRO	0	0	2	0	0	40	294	728	10	2	1035	354
Holcombe	Main	25-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Holcombe	Main	Aug-95	METRO	26	68	292	152	26	68	521	1235	4	111	445	110
Holcombe	Nabisco	Aug-95	METRO	18	1	3	11	0	21	12	931	36	15	384	7
Holcombe	OST	May-94	METRO	0	0	0	234	0	0	0	427	0	0	536	533
Holcombe	S. Braeswood	Aug-95	METRO	223	512	96	120	419	345	314	373	106	283	741	136

TABLE A3 (continued)
Existing A.M. Peak Hour Turning Movement Counts

Holcombe	Shamrock	Aug-95	METRO	28	0	28	0	0	0	0	0	1627	168	49	540	0
Holcombe	V.A. Hospital	Aug-95	METRO	53	0	34	0	0	0	0	0	415	178	102	1039	0
Kirby	Main	Aug-95	METRO	111	1210	6	96	366	39	31	260	57	8	347	135	
Kirby	McNee	May-94	METRO	2	361	4	30	969	0	16	0	7	0	0	0	0
Kirby	Murworth	May-94	METRO	21	979	282	54	323	12	24	44	17	31	8	11	
Kirby	N. Braeswood	Aug-95	METRO	50	662	11	47	229	17	72	634	39	39	160	18	
Kirby	OST	May-94	METRO	39	451	156	101	302	19	15	262	12	131	176	87	
Kirby	Rice	Aug-95	METRO	5	1021	52	87	661	7	42	75	10	24	24	83	
Kirby	S. Braeswood	Aug-95	METRO	31	514	14	2	255	50	209	741	53	0	0	0	
Kirby	Sunset	Aug-95	METRO	84	1045	28	149	845	84	59	157	104	120	278	118	
Kirby	University	Aug-95	METRO	26	971	52	128	463	36	101	176	25	16	44	93	
Kirby	Westpark	Aug-95	METRO	84	1045	28	149	845	84	59	157	104	120	278	118	
Kirby	Westridge	May-94	METRO	128	1000	71	52	299	26	117	28	119	14	0	7	
La Branch	Wheeler	Aug-95	METRO	7	8	3	5	48	15	7	177	16	1	182	9	
MacGregor	Main	Aug-95	METRO	60	1689	307	143	772	21	13	5	6	303	20	145	
Main	Murworth	May-94	METRO	20	1906	30	24	569	33	85	30	27	21	23	28	

Main	N. Braeswood	Aug-95	METRO	0	2209	0	0	363	90	0	0	0	55	211	54
Main	N. McGregor	24-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Main	OST	May-94	METRO	0	1595	481	0	495	0	0	0	0	155	0	0
Main	S. Braeswood	Aug-95	METRO	0	1441	116	0	418	0	762	925	15	0	0	0
Main	Southgate	5-Mar-1998	SLEH	93	2074	0	0	1051	54	14	0	70	0	0	0
Main	Southmore	Aug-95	METRO	0	653	33	0	384	0	0	0	0	66	0	34
Main	Sunset	Aug-95	METRO	163	1136	5	96	781	52	88	341	143	0	84	5
Main	University	24-May-2000	METRO	-	-	-	-	-	-	-	-	-	-	-	-
Main	University	Aug-95	METRO	0	1882	145	74	704	30	93	134	26	69	35	106
Main	Westridge	May-94	METRO	0	2027	128	68	602	0	0	0	0	95	0	108
Morningside	University	Aug-95	METRO	17	161	37	34	43	19	20	286	14	8	138	29

TABLE A3 (continued)
Existing A.M. Peak Hour Turning Movement Counts

Moursund	S. Braeswood	Aug-95	METRO	382	516	0	0	944	312	82	0	101	0	0	0
N. Stadium	OST	May-94	METRO	20	63	36	7	25	32	28	486	69	71	305	16
San Jacinto	Southmore	Aug-95	METRO	3	601	4	0	0	27	122	0	0	131	101	
Shepherd	Sunset	Aug-95	METRO	11	396	22	0	0	49	367	0	0	100	109	
TMC Garage 2	Holcombe	7-Mar-2001	MDACC	0	0	103	0	95	97	892	0	95	1004	146	

TABLE A4: Existing P.M. Peak Hour Turning Movement Counts

Street 1	Street 2	Date	Source	Northbound			Southbound			Eastbound			Westbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
288 (NB)	Calumet	Aug-95	METRO	131	89	69	0	0	0	202	151	0	0	32	12
288 (NB)	Holcombe	May-94	METRO	97	492	0	0	0	0	619	498	0	0	133	360
288 (NB)	Holcombe	Aug-95	METRO	113	577	3	0	0	0	627	342	0	0	118	330
288 (NB)	Mainer	May-94	METRO	44	18	4	0	0	0	481	354	0	0	81	55
288 (NB)	N. MacGregor	Aug-95	METRO	164	950	0	0	0	0	0	0	0	0	576	196
288 (NB)	OST	May-94	METRO	38	264	164	0	0	0	294	428	0	0	460	0
288 (NB)	S. MacGregor	Aug-95	METRO	0	235	82	0	0	0	1155	48	0	0	0	0
288 (NB)	Southmore	Aug-95	METRO	110	341	127	0	0	0	204	204	0	0	371	121
288 (NB)	Yellowstone	May-94	METRO	112	275	177	0	0	0	53	276	0	0	208	150
288 (SB)	Calumet	Aug-95	METRO	0	0	39	152	100	0	314	340	37	126	0	0
288 (SB)	Holcombe	May-94	METRO	0	0	284	486	174	0	833	446	0	244	0	0
288 (SB)	Holcombe	Aug-95	METRO	0	0	243	405	214	0	726	343	0	231	0	0
288 (SB)	Mainer	May-94	METRO	0	0	114	184	331	0	721	11	26	99	0	0
288 (SB)	N. MacGregor	Aug-95	METRO	0	0	0	342	662	0	0	0	351	389	0	0
288 (SB)	OST	May-94	METRO	0	0	85	524	296	0	638	75	193	303	0	0
288 (SB)	S. MacGregor	Aug-95	METRO	0	0	223	328	0	0	980	644	0	0	0	0
288 (SB)	Southmore	Aug-95	METRO	0	0	268	377	260	0	140	183	252	229	0	0
288 (SB)	Yellowstone	May-94	METRO	0	0	144	788	11	0	185	564	179	143	0	0
59 (EB)	Greenbriar	Aug-95	METRO	0	0	401	903	0	0	773	629	0	0	0	0
59 (EB)	Kirby	Aug-95	METRO	0	1535	332	335	1362	0	481	189	531	0	0	0
59 (EB)	Shepherd	Aug-95	METRO	0	1163	171	0	0	0	562	523	0	0	0	0
59 (WB)	Greenbriar	Aug-95	METRO	0	0	0	1025	842	0	0	0	279	574	0	0
59 (WB)	Kirby	Aug-95	METRO	734	1282	0	0	1270	669	0	0	427	279	259	0

TABLE A4 (continued)

Existing P.M. Peak Hour Turning Movement Counts															
59 (WB)	Shepherd	Aug-95	METRO	605	1120	0	0	0	0	0	0	0	0	348	319

			May-94	METRO	0	550	40	36	929	0	183	37	229	0	0	0	0	0
610 (EB)	Almeda	Buffalo	May-94	METRO	0	169	74	288	50	0	15	718	54	0	0	0	0	0
610 (EB)	Fannin	May-94	METRO	0	223	30	978	118	0	396	163	67	0	0	0	0	0	0
610 (EB)	Kirby	May-94	METRO	0	543	331	536	655	0	215	135	47	0	0	0	0	0	0
610 (EB)	Main	May-94	METRO	0	623	510	198	2089	0	430	104	63	0	0	0	0	0	0
610 (WB)	Almeda	May-94	METRO	251	482	0	0	741	305	0	0	0	0	224	182	15		
610 (WB)	Buffalo	May-94	METRO	137	47	0	0	308	7	0	0	0	0	30	944	297		
610 (WB)	Fannin	May-94	METRO	158	463	0	0	1033	1227	0	0	0	0	88	346	524		
610 (WB)	Kirby	May-94	METRO	216	542	0	0	901	603	0	0	0	0	290	284	346		
610 (WB)	Main	May-94	METRO	162	891	0	0	1643	587	0	0	0	0	633	320	27		
Almeda	Blodgett	Aug-95	METRO	34	375	42	45	410	21	12	67	33	35	57	28			
Almeda	Calumet	Aug-95	METRO	55	340	60	52	398	20	38	542	43	16	158	52			
Almeda	Hermann	Aug-95	METRO	2	369	52	122	319	3	1	5	1	87	46	72			
Almeda	Holcombe	Aug-95	METRO	91	341	99	22	474	34	61	878	165	51	292	30			
Almeda	Holly Hall	May-94	METRO	28	311	241	145	771	40	33	429	121	155	278	135			
Almeda	N. MacGregor	Aug-95	METRO	10	614	0	0	555	52	0	0	0	0	83	695	98		
Almeda	OST	May-94	METRO	119	253	168	76	1106	158	95	573	122	158	591	47			
Almeda	S. MacGregor	Aug-95	METRO	0	298	51	73	487	0	116	1500	23	0	0	0			
Almeda	Southmore	Aug-95	METRO	128	288	18	27	243	97	147	278	136	5	475	9			
Almeda	Wheeler	Aug-95	METRO	81	315	30	19	336	15	27	300	170	17	118	14			
Avenue G	S. Braeswood	Aug-95	METRO	158	0	190	0	0	0	0	430	9	73	790	0			
Banks	Montrose	Aug-95	METRO	0	609	30	27	874	0	0	0	0	31	0	38			
Bates	Bertner	24-Mar-1998	MDACC	46	109	37	31	304	68	49	23	99	55	34	138			
Bates	Bertner	7-Mar-2001	MDACC	61	178	64	40	277	81	58	32	118	110	33	70			
Bates	Clark Clinic	14-Aug-1998	MDACC	0	0	0	0	0	0	0	0	0	0	0	0			
Bates	Clark Clinic	7-Mar-2001	MDACC	27	54	3	52	0	54	50	70	39	39	74	16			

TABLE A4 (continued)
Existing P.M. Peak Hour Turning Movement Counts

Bates	Concourse	7-Feb-2002	TCH	0	0	0	99	3	47	12	202	18	20	64	47		
Bates	Concourse	15-Jul-1998	TCH	0	0	0	70	24	31	9	109	13	41	145	32		
Bates	Fannin	15-Jul-1998	TCH	0	339	76	0	0	0	0	0	0	0	0	188		
Bates	J.V. Johnson	15-Jul-1998	TCH	82	0	106	0	0	0	0	120	88	15	82	0		

Bates	John Freeman	25-Mar-1998	MDACC	72	85	15	1	162	47	34	5	26	134	9	13
Bates	John Freeman	7-Mar-2001	MDACC	88	92	25	4	108	47	54	1	22	73	6	29
Bates	TMC Garage 2	7-Mar-2001	MDACC	42	24	20	39	0	38	32	78	46	28	130	22
Bates	TMC Lot S	15-Jul-1998	TCH	9	0	32	0	0	0	0	79	0	0	188	0
Bertner	Holcombe	26-Mar-1998	MDACC	86	32	61	185	65	219	88	1023	35	20	1035	87
Bertner	Holcombe	7-Mar-2001	MDACC	111	65	96	194	82	214	136	1128	34	36	906	105
Bertner	Holcombe	Aug-95	METRO	64	20	54	166	55	173	84	851	17	25	1092	45
Bertner	Moursund	24-Mar-1998	MDACC	1	141	133	218	147	2	5	8	9	142	0	312
Bertner	Moursund	19-Jan-2000	TMC	3	219	215	272	248	2	0	1	1	138	1	256
Bertner	TMC Lot K	17-Jun-1998	MDACC	11	187	46	31	267	15	8	0	14	66	0	58
Binz	Caroline	28-Mar-2000	METRO	51	62	108	47	133	144	26	393	67	42	273	20
Binz	Fannin	21-Mar-2000	METRO	0	0	72	519	200	0	684	36	44	453	0	
Binz	Main	22-Mar-2000	METRO	0	1033	91	0	1022	189	111	713	26	0	653	35
Binz	San Jacinto	21-Mar-2000	METRO	158	872	60	0	0	0	165	638	0	0	431	53
Binz	San Jacinto	Aug-95	METRO	116	1235	62	0	0	0	95	440	0	0	269	58
Bissonnet	Greenbriar	Aug-95	METRO	0	0	174	991	155	0	351	100	47	559	0	
Bissonnet	Hazard	Aug-95	METRO	5	43	14	28	37	24	21	376	2	8	486	18
Bissonnet	Kirby	Aug-95	METRO	174	1412	61	169	1055	176	107	419	199	167	290	165
Bissonnet	Main	Aug-95	METRO	0	996	76	0	1010	58	39	407	17	0	334	21
Bissonnet	Mandell	Aug-95	METRO	60	46	13	15	36	24	31	406	4	21	462	10
Bissonnet	Montrose	Aug-95	METRO	5	753	153	165	412	91	38	404	99	5	383	192
Bissonnet	Shepherd	Aug-95	METRO	49	926	33	0	0	71	414	0	0	414	116	
Blodgett	Fannin	Aug-95	METRO	0	0	0	1457	47	0	0	59	359	0		

TABLE A4 (continued)
Existing P.M. Peak Hour Turning Movement Counts

Blodgett	Main	Aug-95	METRO	0	795	0	0	790	118	0	0	0	28	347	31
Blodgett	San Jacinto	Aug-95	METRO	235	1362	41	0	0	0	0	0	0	0	117	174
Blodgett	San Jacinto	Aug-95	METRO	235	1362	41	0	0	0	0	0	0	0	117	174
Braeswood	Holcombe	2-Dec-1999	TMC	191	553	306	232	933	259	292	975	198	106	532	91
Braeswood	Holcombe	25-Mar-1998	MDACC	152	430	298	261	843	290	259	1006	67	84	418	98
Braeswood	Moursund	24-Mar-1998	MDACC	99	692	0	0	848	157	354	0	373	0	0	0
Braeswood	Pressler	2-Dec-1999	TMC	90	809	0	0	1220	21	88	0	317	0	0	0

			26-Mar-1998	MDACC	42	623	0	0	1026	11	116	0	231	0	0	0	0
Braeswood	Pressler	Holcombe	Aug-95	METRO	105	11	911	3	6	25	14	567	117	156	1563	11	
Brompton	Main	Main	May-94	METRO	82	849	17	105	2121	58	25	140	139	131	168	59	
Buffalo	N. Braeswood	Aug-95	METRO	33	182	24	10	452	87	39	321	36	85	1190	60		
Buffalo	S. Braeswood	Aug-95	METRO	10	178	22	73	357	141	40	176	19	41	411	34		
Calumet	Fannin	Aug-95	METRO	0	0	0	70	669	57	0	437	46	46	302	0		
Cambridge	El Paseo	12-Jul-2001	BioTech	23	129	41	133	336	59	44	132	69	25	54	44		
Cambridge	El Paseo	May-94	METRO	8	114	26	90	204	90	60	93	60	24	62	42		
Cambridge	Holly Hall	May-94	METRO	23	40	30	115	109	85	89	417	21	46	296	37		
Cambridge	OST	12-Jul-2001	BioTech	118	51	87	42	257	7	16	1194	281	201	563	22		
Cambridge	OST	May-94	METRO	102	59	103	89	174	10	9	1129	150	167	676	18		
Caroline	Ewing	28-Mar-2000	METRO	16	67	6	18	106	27	107	30	59	6	9	5		
Caroline	Hermann	28-Mar-2000	METRO	25	16	26	36	37	15	75	20	17	120	23			
Clark Clinic	Holcombe	7-Mar-2001	MDACC	0	0	12	0	0	89	0	1557	12	0	958	77		
Concourse	Fannin	7-Feb-2002	TCH	32	486	63	59	1029	45	2	0	70	2	1	56		
Concourse	Fannin	15-Jul-1998	TCH	0	933	44	72	1637	0	0	0	0	0	0	73		
Dryden	Fannin	23-May-2000	METRO	153	444	17	31	773	160	72	28	149	73	56	60		
Dryden	Fannin	Aug-95	METRO	170	989	34	82	1431	154	54	11	121	67	89	52		
Dryden	Main	25-May-2000	METRO	52	1032	140	55	1288	29	46	29	37	156	86	97		
Dryden	Main	Aug-95	METRO	0	1131	91	43	1569	29	68	49	56	174	107	178		

TABLE A4 (continued)
Existing P.M. Peak Hour Turning Movement Counts

El Paseo	Knight	12-Jul-2001	BioTech	0	155	55	194	739	0	0	0	0	36	1	56	
Ewing	Fannin	29-Mar-2000	METRO	0	0	0	7	694	12	0	29	10	62	40	0	
Ewing	Main	28-Mar-2000	METRO	0	956	28	23	851	0	0	0	0	13	0	30	
Ewing	San Jacinto	13-Apr-2000	METRO	53	939	87	0	0	0	30	47	0	0	55	148	
Fannin	Galen	24-May-2001	UTHSC	126	740	15	1	1437	73	143	3	281	95	75	20	
Fannin	Galen	24-May-2000	METRO	132	608	18	16	1227	49	124	14	226	91	72	21	
Fannin	Galen	Aug-95	METRO	91	794	0	14	1736	80	126	0	0	0	0	0	
Fannin	Greenbriar	May-94	METRO	997	408	0	0	1299	39	0	302	0	0	0	0	
Fannin	Hermann	22-Mar-2000	METRO	0	0	91	638	43	0	359	3	42	78	0	0	
Fannin	Hermann	Aug-95	METRO	0	0	62	563	32	0	204	17	45	35	0	0	

Fannin	Holcombe	24-May-2000	METRO	193	0	185	155	42	294	0	903	109	296	1233	0
Fannin	Holcombe	Aug-95	METRO	151	60	193	207	99	454	184	724	65	393	1247	134
Fannin	Holly Hall	May-94	METRO	1	562	160	252	2019	6	4	13	20	132	0	128
Fannin	M.D. Anderson	Aug-95	METRO	0	898	185	149	1026	0	77	1	76	392	0	310
Fannin	Knight	12-Jul-2001	BioTech	43	448	29	775	771	2	0	0	0	0	321	0
Fannin	Knight	May-94	METRO	0	512	23	547	1305	0	0	0	0	0	229	0
Fannin	M.D. Anderson	23-May-2000	METRO	0	472	140	102	637	0	0	0	0	114	0	181
Fannin	MacGregor	Aug-95	METRO	285	993	242	128	734	107	0	350	88	173	379	201
Fannin	Montrose	23-Mar-2000	METRO	208	691	18	23	701	7	0	41	40	0	181	68
Fannin	N. McGregor	23-May-2000	METRO	194	505	132	121	425	97	7	340	69	95	344	180
Fannin	OST	12-Jul-2001	BioTech	146	471	164	271	1042	137	93	881	223	171	630	81
Fannin	OST	May-94	METRO	95	490	214	128	1268	236	131	651	97	196	668	96
Fannin	Ross Sterling	23-May-2000	METRO	7	633	55	70	532	17	0	0	0	47	0	207
Fannin	Ross Sterling	Aug-95	METRO	130	889	29	25	1226	78	0	0	0	117	3	184
Fannin	S. Braeswood	Aug-95	METRO	37	715	49	94	1602	38	122	271	65	284	773	63
Fannin	Southmore	Aug-95	METRO	0	0	0	100	803	20	0	59	17	20	110	0
Fannin	Sunset	Aug-95	METRO	0	1194	0	0	890	103	0	0	195	0	0	0

TABLE A4 (continued)
Existing P.M. Peak Hour Turning Movement Counts

Fannin	University	23-May-2000	METRO	82	471	0	0	622	193	165	0	264	28	88	17
Fannin	University	Aug-95	METRO	172	888	0	0	1221	246	179	0	231	35	13	14
Fleming	Moursund	24-Mar-1998	MDACC	0	0	0	24	0	54	48	666	0	0	208	31
Freeman	Holcombe	25-Mar-1998	MDACC	0	0	0	0	0	458	145	1795	16	3	1171	189
Freeman	Moursund	24-Mar-1998	MDACC	91	10	150	70	50	113	15	282	56	52	255	10
Galen	Main	25-May-2000	METRO	29	779	45	104	1729	24	22	118	105	98	174	140
Galen	Main	Aug-95	METRO	5	725	24	31	1826	6	15	49	89	134	96	105
Greenbriar	Holcombe	Aug-95	METRO	80	258	27	152	345	108	148	803	88	55	1758	159
Greenbriar	Main	Aug-95	METRO	79	625	74	137	805	12	5	271	97	27	281	86
Greenbriar	OST	May-94	METRO	149	445	74	160	398	27	37	689	37	66	830	70
Greenbriar	Rice	Aug-95	METRO	162	0	470	83	599	100	0	215	72	103	223	0
Greenbriar	S. Braeswood	Aug-95	METRO	48	401	40	57	337	40	20	231	72	50	1055	109
Greenbriar	Sunset	Aug-95	METRO	0	0	159	932	63	0	206	17	220	28	0	0

Greenbriar	University	Aug-95	METRO	65	443	25	165	661	54	32	150	41	66	493	161
Harvin	OST	12-Jul-2001	BioTech	5	0	8	256	0	198	12	1299	3	2	676	12
Hermann	San Jacinto	23-Mar-2000	METRO	11	677	51	0	0	213	194	0	0	95	50	
Hermann	San Jacinto	Aug-95	METRO	10	564	17	0	0	132	78	0	0	47	22	
Holcombe	J.V. Johnson	15-Jul-1998	TCH	0	0	65	0	1	361	98	1106	10	21	1281	37
Holcombe	J.V. Johnson	Aug-95	METRO	0	0	103	0	0	380	89	871	24	34	1223	69
Holcombe	John Freeman	7-Mar-2001	MDACC	0	0	18	0	0	238	96	1522	35	16	829	115
Holcombe	Kirby	Aug-95	METRO	178	675	124	197	563	115	161	483	75	162	1488	181
Holcombe	M.D. Anderson	Aug-95	METRO	0	0	12	0	0	443	70	1058	28	14	732	83
Holcombe	Main	25-May-2000	METRO	179	109	67	205	48	350	298	993	53	268	1156	213
Holcombe	Main	Aug-95	METRO	113	62	105	129	58	294	191	739	19	395	1361	96
Holcombe	Nabisco	Aug-95	METRO	10	0	26	116	0	79	36	1017	7	3	342	36
Holcombe	OST	May-94	METRO	0	0	0	568	0	0	0	690	0	0	468	226
Holcombe	S. Braeswood	Aug-95	METRO	180	501	136	304	605	211	107	703	309	251	592	114

TABLE A4 (continued)
Existing P.M. Peak Hour Turning Movement Counts

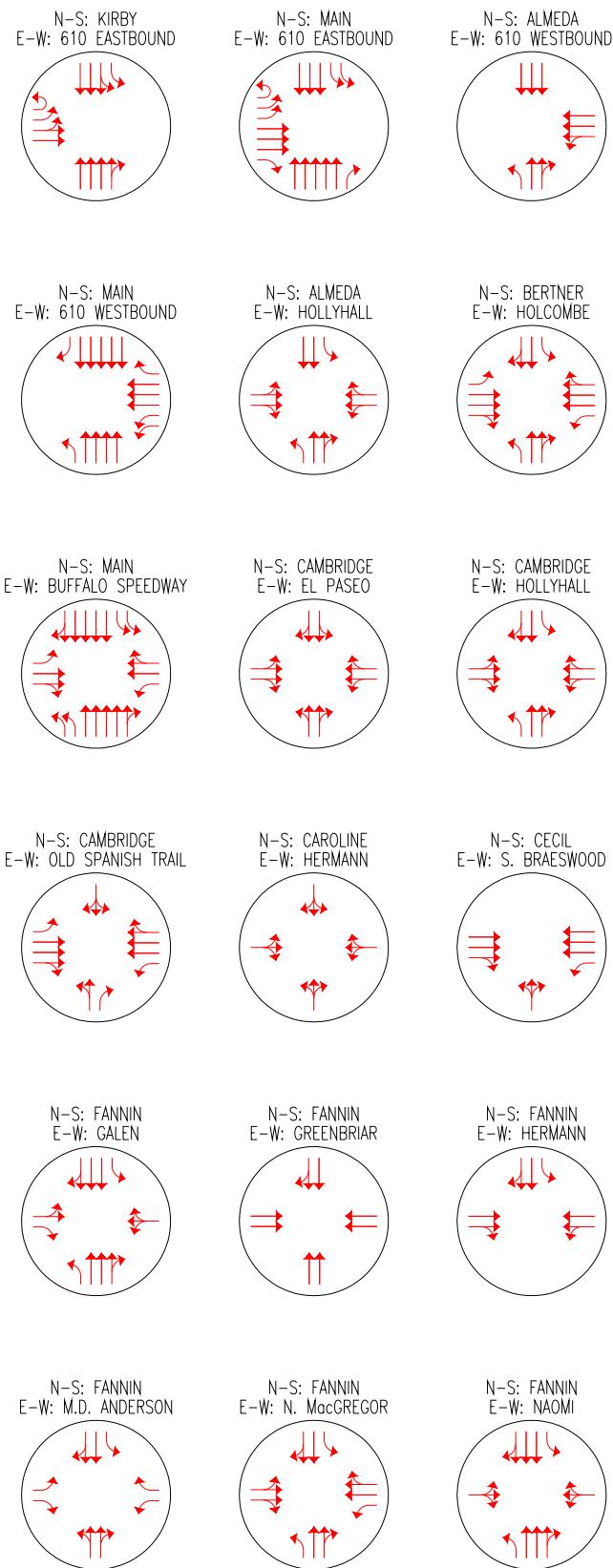
Holcombe	Shamrock	Aug-95	METRO	33	0	47	0	0	0	0	891	26	19	1741	0
Holcombe	V.A. Hospital	Aug-95	METRO	153	0	88	0	0	0	0	1016	50	8	409	0
Kirby	Main	Aug-95	METRO	188	431	19	176	1683	87	35	615	155	39	522	142
Kirby	McNee	May-94	METRO	1	833	9	8	782	4	10	0	0	20	23	6
Kirby	Murworth	May-94	METRO	22	665	211	74	719	14	15	51	25	68	17	31
Kirby	N. Braeswood	Aug-95	METRO	122	489	0	11	572	76	61	137	106	235	794	29
Kirby	OST	May-94	METRO	56	500	139	167	571	34	50	272	21	220	664	107
Kirby	Rice	Aug-95	METRO	18	934	46	78	1140	14	11	45	12	118	105	173
Kirby	S. Braeswood	Aug-95	METRO	156	525	6	1	513	399	86	150	122	0	0	0
Kirby	Sunset	Aug-95	METRO	20	1212	28	69	1147	23	22	83	28	31	221	214
Kirby	University	Aug-95	METRO	51	829	50	87	848	50	56	82	23	141	219	184
Kirby	Westpark	Aug-95	METRO	0	1535	332	335	1362	0	481	189	531	0	0	0
Kirby	Westridge	May-94	METRO	89	756	127	34	914	86	75	9	139	50	8	17
La Branch	Wheeler	Aug-95	METRO	8	5	0	9	59	21	12	449	36	3	205	3
MacGregor	Main	Aug-95	METRO	37	1539	342	79	1212	19	36	20	69	328	8	421
MacGregor	Murworth	May-94	METRO	69	767	35	40	1823	97	54	37	79	73	54	18

Main	N. Braeswood	Aug-95	METRO	0	722	0	0	1459	468	0	0	0	247	869	27
Main	N. McGregor	24-May-2000	METRO	22	1534	317	113	1009	2	52	19	49	256	7	363
Main	OST	May-94	METRO	0	595	365	0	1538	0	0	0	0	527	0	0
Main	S. Braeswood	Aug-95	METRO	0	593	76	0	1700	0	129	230	41	0	0	0
Main	Southgate	5-Mar-1998	SLEH	69	1137	0	0	2068	58	20	0	101	0	0	0
Main	Southmore	Aug-95	METRO	0	585	63	0	704	0	0	0	0	81	0	38
Main	Sunset	Aug-95	METRO	341	1584	10	40	1128	133	188	142	145	0	115	3
Main	University	24-May-2000	METRO	240	1037	77	46	883	177	161	163	87	166	209	86
Main	University	Aug-95	METRO	216	1263	89	46	1359	233	102	204	65	120	378	57
Main	Westridge	May-94	METRO	0	897	166	163	1849	0	0	0	0	160	0	120
Morningside	University	Aug-95	METRO	31	148	11	55	150	89	43	138	34	18	492	191

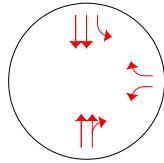
TABLE A4 (continued)
Existing P.M. Peak Hour Turning Movement Counts

Moursund	S. Braeswood	Aug-95	METRO	91	703	0	0	642	123	349	0	280	0	0	0
N. Stadium	OST	May-94	METRO	19	38	92	36	39	67	29	523	25	27	775	26
San Jacinto	Southmore	Aug-95	METRO	19	1565	19	0	0	0	70	89	0	0	111	65
Shepherd	Sunset	Aug-95	METRO	9	792	18	0	0	0	1117	270	0	0	255	249
TMC Garage 2	Holcombe	7-Mar-2001	MDACC	0	0	154	0	133	50	1411	0	92	916	53	

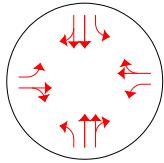
Figure A-1: Existing Lane Configurations



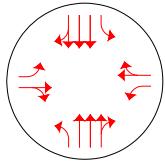
N-S: GREENBRIAR
E-W: COLONNADE



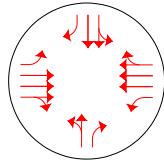
N-S: FANNIN
E-W: DRYDEN



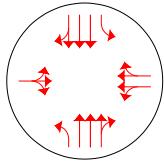
N-S: MAIN
E-W: DRYDEN



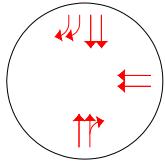
N-S: FANNIN
E-W: HOLCOMBE



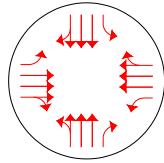
N-S: FANNIN
E-W: HOLLYHALL



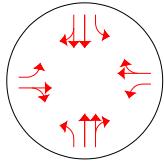
N-S: FANNIN
E-W: KNIGHT



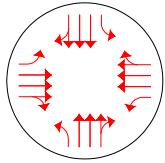
N-S: FANNIN
E-W: OLD SPANISH TRAIL



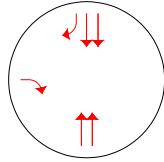
N-S: FANNIN
E-W: ROSS STERLING



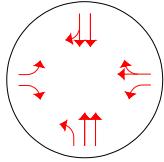
N-S: FANNIN
E-W: S. BRAESWOOD



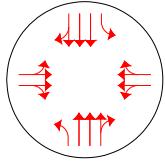
N-S: FANNIN
E-W: SUNSET



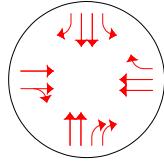
N-S: FANNIN
E-W: UNIVERSITY



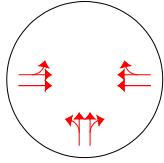
N-S: MAIN
E-W: GALEN



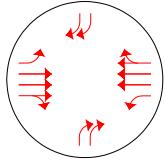
N-S: FANNIN/SAN JACINTO
AT MONTROSE



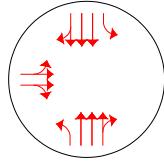
N-S: SAN JACINTO
E-W: HERMANN



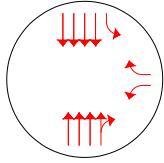
N-S: JOHN FREEMAN
E-W: HOLCOMBE



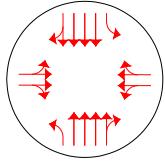
N-S: KIRBY
E-W: MCNEE

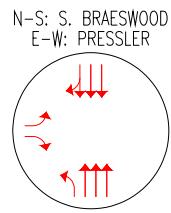
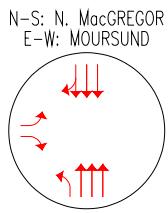
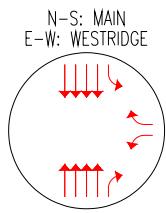
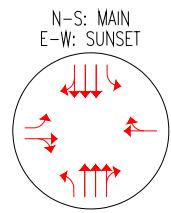
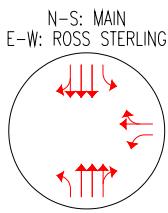
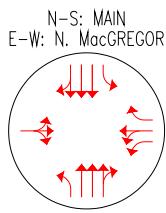
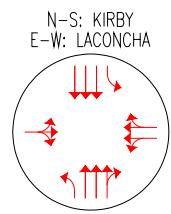
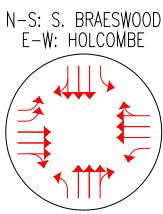
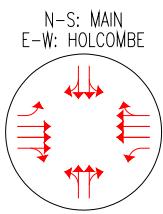
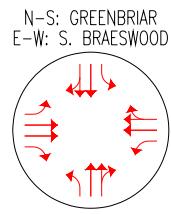
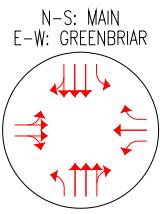


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N-S: MAIN
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APPENDIX B: TRANSIT

Table B1: Transit Routes Serving the TMC Area

Table B2: Existing Transit Service, March 2002

Table B3: Transit Ridership (2001 / 1999)

TABLE B1: Transit Routes Serving the TMC Area

Route	Service Area
Local Routes	
1 Hospital	Connects the TMC with northeast Houston via downtown
2 Bellaire	Connects downtown with southwest Houston via Bellaire Blvd.; serves the TMC
4 Beechnut	Connects downtown with southwest Houston via Beechnut Blvd.; interlined with the Jensen route; serves the TMC
8 South Main	Connects downtown with southwest Houston via South Main Street, West Bellfort, and Willowbend; interlined with the North Main route; serves the TMC
11 Almeda	Connects downtown with the Hiram Clarke area via Almeda; interlined with the Nance route; does not serve the TMC except via Almeda
15 Hiram Clarke	Connects downtown with the Hiram Clarke area via South Main and Hiram Clarke; interlined with the Fulton Route; serves the TMC
18 Kirby	Connects downtown with the area to the west and south of Reliant Park via Allen Parkway and Kirby Dr.; does not serve the TMC
60 South MacGregor	Connects downtown with southeast Houston; does not serve the TMC
65 Bissonet	Connects downtown with southwest Houston via Bissonet; interlined with the Yale route; does not serve TMC
70 University	Connects downtown with southwest Houston via University Blvd. and Stella Link; interlined with the Tanglewood route; does not serve the TMC
Circulator Routes	
13 Plaza del Oro	Provides circulation between the TMC and the South Extension parking area and high density residential area east of Reliant Park
87 Yellowstone	Provides service connecting Reliant Park with southeast Houston via Holly Hall and Yellowstone
320 TMC White	TMC Circulator Service; connects the TMC with the South Extension parking area; partially funded by the TMC
321 TMC Blue	TMC Circulator Service; connects the TMC with the South Main, M and AU parking lots; partially funded by the TMC
322 TMC Red	TMC Circulator Service; connects the TMC with the Smithlands parking lot; partially funded by the TMC
Crosstown Routes	
26 / 27 Outer Loop / Inner Loop	Crosstown service via Holcombe, Old Spanish Trail, Wayside, Lockwood, Cavalcade, 20 th Street, Shepherd, Durham, and Greenbriar; serves the TMC
34 Montrose	Crosstown service via S. Main St. and Montrose Blvd.; serves the TMC
68 Brays Bayou	Crosstown service generally operating along Brays Bayou; serves the TMC

Route	Service Area
73 Bellfort	Crosstown service connecting southeast Houston with the Uptown area via the TMC and Greenway Plaza
Commuter Routes	
170 Missouri City	Operates via the TMC between Missouri City Park & Ride and downtown
291 Kuykendahl / North Shepherd	Operates between Kuykendahl & North Shepherd P&R lots and the TMC; provides service in downtown Houston
292 West Bellfort / Westwood	Operates non-stop between West Bellfort & Westwood P&R lots and the TMC
297 South Point / Monroe	Operates non-stop between South Point & Monroe P&R lots and the TMC
298 Addicks / NWTC / TMC	Operates non-stop between the Addicks P&R and Northwest Transit Center and the TMC
299 The Woodlands Express	Operated by Brazos Transit; connects the TMC with The Woodlands via downtown with secondary service to Greenway Plaza and the TMC

Source: Houston METRO, Brazos Transit

TABLE B2: Existing Transit Service, March 2002

Route	Span of Service			Weekday Frequency (Minutes)	
	Weekday	Saturday	Sunday	Peak	Off Peak
Local Routes					
1 Hospital	5:06am-1:04am	5:25am-1:37am	5:26am-1:27am	15	15
2 Bellaire	4:14am-1:54am	4:58am-1:39am	5:00am-1:22am	11	14
4 Beechnut	5:04am-1:04am	5:24am-12:44am	5:21am-12:59am	13	19
8 South Main	5:06am-1:04am	5:30am-12:38am	5:40am-1:01am	13	15
11 Ahmeda	4:14am-1:54am	4:50am-12:05am	6:00am-8:07pm	28	34
15 Hiram Clarke	4:14am-1:54am	4:32am-1:29am	4:52am-2:00am	10	15
18 Kirby	4:08am-11:22pm	6:00am-10:48pm	6:00am-10:48pm	25	35
60 South MacGregor	4:08am-11:22pm	4:44am-12:39am	7:08am-8:11pm	30	59
65 Bissonet	4:08am-11:22pm	5:35am-2:19am	5:52am-2:17am	12	19
70 University	4:08am-10:00pm	NA	NA	10	20
Circulator Routes					
13 Plaza del Oro	5:06am-1:04am	6:50am-6:10pm	6:50am-6:10pm	20	34
87 Yellowstone	5:06am-1:04am	6:31am-9:22pm	5:48am-9:20pm	16	25
320 White TMC Shuttle	4:30am-12:00am	NA	NA	4-10	20
321 Blue TMC Shuttle	5:00am-12:20am	NA	NA	5-10	15-20
322 Red TMC Shuttle	4:30am-12:00am	NA	NA	4-10	12-20
Crosstown Routes					
26 / 27 Outer Loop / Inner Loop	5:06am-1:04am	5:50am-9:24pm	8:50am-8:30pm	17	25
34 Montrose	5:06am-1:04am	NA	NA	26	43
68 Brays Bayou	4:08am-11:22pm	5:24am-11:47pm	5:25am-11:38pm	14	27
73 Bellfort	5:06am-1:04am	5:13am-12:36am	5:19am-10:13pm	10	14
Commuter Routes					
170 Missouri City	5:30am-7:25pm	NA	NA	13-23	NA
291 Kuykendahl / North Shepherd	Peak Period Only	NA	NA	20	NA
292 West Bellfort / Westwood	Peak Period Only	NA	NA	15	NA
297 South Point / Monroe	Peak Period Only	NA	NA	14	NA
298 Addicks / NWTC / TMC	Peak Period Only	NA	NA	15	NA
299 The Woodlands Express	Peak Period Only	NA	NA	15-30	NA

Source: Houston METRO
TMC-Interview Summary, Jennison 021402

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TABLE B3: Transit Ridership (2001 / 1999)

Route	Average Daily Route Ridership (2001)			Weekday Boardings in TMC (1999)
	Weekday	Saturday	Sunday	
Local Routes				
1 Hospital	6,437	2,863	1,682	1,516
2 Bellaire	14,109	9,747	5,803	1,635
4 Beechnut	6,793	3,363	2,171	1,096
8 South Main	6,686	2,504	2,015	297
11 Almeda	1,976	1,030	525	NA
15 Hiram Clarke	6,999	3,862	2,536	1,583
18 Kirby Ltd.	1,199	530	357	NA
60 South MacGregor	1,058	478	353	NA
65 Bissonet	7,397	4,337	2,321	NA
70 University	116	NA	NA	NA
Circulator Routes				
13 Del Oro	729	148	121	436
87 Yellowstone	2,081	1,067	632	NA
320 White TMC Shuttle	5,335	NA	NA	5,962
321 Blue TMC Shuttle	2,337	NA	NA	2,685
322 Red TMC Shuttle	4,125	NA	NA	608
Crosstown Routes				
26/27 Inner/Outer Loop	7,050	2,863	1,572	637
34 Montrose	898	NA	NA	146
68 Brays Bayou	5,343	2,202	1,243	927
73 Bellfort	6,750	3,707	1,794	1,321
Commuter Routes				
170 Missouri City	600	NA	NA	84
291 Kuykendahl-North Shepherd	513	NA	NA	148
292 West Bellfort-Alief	382	NA	NA	140
297 Southpoint-Monroe	415	NA	NA	Not Available
298 Addicks-NWTC	550	NA	NA	Not Available
299 The Woodlands Express	2,100	NA	NA	100

Source: Houston METRO, Brazos Tran

APPENDIX C: PARKING

TABLE C1: Existing Parking Inventory

Location	Total Spaces
Texas Medical Center:	
Garage 1	830
Garage 1 B1	147
Garage 2	2,016
Garage 3	119
Garage 4	1,659
Garage 5	491
Lot G5G	110
Garage 6	1,052
Garage 7	830
Garage 7 B1/B2	71
Garage 8	425
Garage 9	170
Garage 10	1,529
Garage 11	397
Garage 12	262
Garage 14	418
Garage F (Lot)	74
Subtotal	10,600
Central Campus:	
A Lot	85
B Lot	35
D Lot	60
DD Lot	83
E Lot	65
EE Lot	16
GG Lot	87
J Lot	49
K Lot	0
O Lot	99
P Lot 1	0
P Lot 2	0
P Lot 3 (faculty)	52
P Lot 4 & 5	150
PGS Lot	0
Q Lot	0
RR Lot	42
S Lot	0
T Lot	0
X Lot	28
Subtotal	851
Leland Anderson Campus:	
AC Lot	483

Location	Total Spaces
CCC Lot	79
LAV Lot - C/V	481
Subtotal	1,043
<u>South Main Campus:</u>	
AM Lot	32
AU Lot	554
HH Lot	48
M Lot	255
South Main Lot	577
Subtotal	1,466
<u>South Extension Lot:</u>	
Section A	694
Section B	828
Section C	873
Section D	926
Section E	368
Visitor Lot	524
Subtotal	4,213
<u>Valet Facilities:</u>	
Garage 1 B2	113
N Lot	101
Subtotal	214
<u>Exclusive Leases:</u>	
Meyer Lot	568
Meyer South	411
Garage 17	1,779
Subtotal	2,758
<u>Smithland Lots:</u>	
Smith Lot West	3,517
Subtotal	3,517
<u>Hermann Park:</u>	
Sam Houston Circle	58
Golf course drive at HMNS	49
HMNS garage	414
Caroline at HMNS	81
Garden center	290
Judson Robinson center	103
Miller employee parking	63
Miller accessible parking	13
Central parking lot	298
Zoo parking lot	490
Central lot at Miller	79

Location	Total Spaces
Palmer church	68
Old clubhouse	342
Golf course drive at Zoo	100
Wastewater station parking	8
Subtotal	2,456
<u>Museum District:</u>	
Classical School of Arts	34
Museum of fine arts	223
Church - First Presbyterian	248
Church - St. Paul's Methodist	218
Museum of Contemporary Arts	8
Subtotal	731
<u>Rice University:</u>	
East campus (zone 1)	954
East campus (zone 2)	591
West campus (zone 3)	3,620
West campus (zone 4)	1,871
Subtotal	7,036
<u>Reliant Park:</u>	
Estimated total spaces	21,000
Subtotal	21,000
<u>Almeda:</u>	
On street spaces	300
Subtotal	300
<i>Inventory Total</i>	<u>56,185</u>